



Interoffice Memo
Office of Design Policy & Support

DATE: 9/6/2018

FILE: P.I.# 0013714
Brooks County
Bridge Replacement
SR76/SR333 @ CS735/Bay Street &
CSX #636942L in Quitman
GDOT District 4 - Tifton

FROM:  Brent Story, State Design Policy Engineer

TO: SEE DISTRIBUTION

SUBJECT: APPROVED CONCEPT REPORT

Attached is the approved Concept Report for the above subject project.

Attachment

Distribution:

Hiral Patel, Director of Engineering
Joe Carpenter, Director of P3
Albert Shelby, Director of Program Delivery
Darryl VanMeter, Assistant Director of P3/State Innovative Delivery Administrator
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Monica Flournoy, State Materials Engineer
Patrick Allen, State Utilities Engineer
Benny Walden, Statewide Location Bureau Chief
Ritchie Swindell, District Engineer
Tim Warren, District Preconstruction Engineer
Stacy Aultman, District Utilities Manager
Scott Mann, Project Manager
BOARD MEMBER - 8th Congressional District

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
LIMITED SCOPE PROJECT CONCEPT REPORT**

Project Type: Bridge Replacement P.I. Number: 0013714
GDOT District: 4 County: Brooks
Federal Route Number: N/A State Route Number: SR 76, 333
Project Number: N/A

The existing bridge on SR 76/SR 333 over two CSX Railroad tracks, Crawford Street, and a small body of water, in Quitman, Georgia, will be replaced with a bridge that meets current standards and capacity requirements. The proposed roadway and bridge will have four 12-foot travel lanes, variable width median, urban shoulders, and sidewalk on each side.

Submitted for approval:

Paul Cook

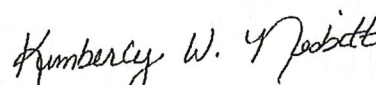

Consultant Designer & Firm

Columbia Engineering

Report Updated on 7/12/2018
and 8/2/2018

12/22/17

Date



2/27/18

State Program Delivery Engineer

Date


GDOT Project Manager

 C.L.B.

2/13/2018

Date

Recommendation for approval:

Eric Duff/WW

4/24/2018

State Environmental Administrator

Date

for Christina Barry/WW
State Traffic Engineer

3/15/2018

Date

Bill DuVall/DRP

State Bridge Engineer

7/21/2018

Date

Ritchie Swindell/WW

District Engineer

3/15/2018

Date

- ☐ MPO Area: This project is consistent with the MPO adopted Regional Transportation Plan (RTP)/Long Range Transportation Plan (LRTP).
- ☒ Rural Area: This project is consistent with the goals outlined in the Statewide Transportation Plan (SWTP) and/or is included in the State Transportation Improvement Program (STIP).


State Transportation Planning Administrator

3-6-18
Date

Approval:

Concur:



GDOT Director of Engineering

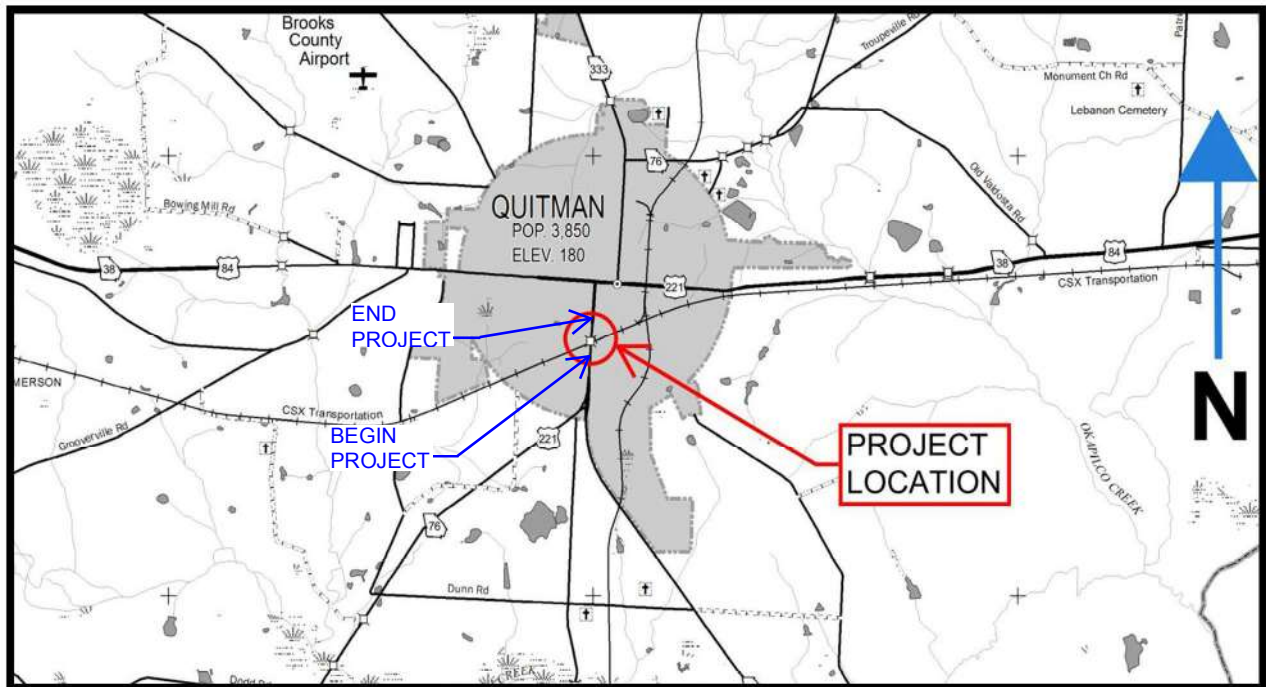
8-16-18
Date

Approve:


GDOT Chief Engineer

9/6/18
Date

PROJECT LOCATION MAP



SR 76/SR 333/US 221 @ CS 735/Bay St. & CSX #636942L in Quitman

PI 0013714

Brooks County, GA

County: Brooks

PLANNING & BACKGROUND DATA

Project Justification Statement: The bridge on SR 73/SR333 (US 221) over CS 735 and CSX Railroad, Structure ID 027-0003-0, was built in 1938. The bridge consists of six (6) spans of steel beams on concrete caps with concrete piles. This bridge was designed using an H-20 vehicle, which is below current design standards. The overall condition of this bridge would be classified as fair. The deck is in fair condition with heavy cracking and minor spalling. The superstructure and substructure are in good condition. Due to the age of the structure and the structural integrity of the bridge pertaining to the design vehicle, replacement of this bridge is recommended. Justification statement provided by the Office of Bridge Design.

Existing conditions: This bridge is located in downtown Quitman (Brooks County) along SR 76/SR 333/US 221 and is locally known as S. Court Street. It crosses over two CSX railroad tracks and Crawford Street and has a posted speed limit of 45mph. The bridge approach from the north side is separated from narrow parallel frontage roads on each side of the roadway by large retaining walls. The current bridge structure does not meet current minimum vertical and horizontal clearances to the CSX railroad tracks. The existing roadway is comprised of four variable 10-foot to 12-foot lanes, variable no median to 9-foot median, and urban shoulders with sidewalks at the back of the curb and flaring up to 20-ft from back of curb. The existing bridge is 258-ft by 52.3-ft. This roadway is a hurricane evacuation route for Florida residents. The primary utilities in the corridor are CSX Railroad, overhead power, underground telecommunications, water, sewer, and gas.

Other projects in the area:

PI 0011723 - CR 245/CS 790/MLK Jr. Dr. @ CSXT #643305Y; incl closures in Quitman

MPO: N/A – not in a MPO

TIP #: N/A

Congressional District(s): 8

Federal Oversight: ☐PoDI ☒Exempt ☐State Funded ☐Other

Projected Traffic: AADT 24 HR T: 12.0%

Current Year (2017): 6350 Open Year (2022): 6800

Design Year (2042): 7525

Traffic Projections Performed by: Pond & Company

Date approved by the GDOT Office of Planning: 8/29/2017

Functional Classification (Mainline): Rural Minor Arterial (Existing road is located in downtown Quitman and has curb, gutter and sidewalk; therefore proposed road design will use the Urban Minor Arterial design criteria. Also, the GDOT State Functional Classification Map shows that this area is shown as Census Designated Places, which means that this area has more urban characteristics).

Complete Streets - Bicycle, Pedestrian, and/or Transit Standards Warrants:

Warrants met: ☐None ☐Bicycle ☒Pedestrian ☐Transit

Pedestrian Warrant #1 & 2 have been met

Pavement Evaluation and Recommendations

Initial Pavement Evaluation Summary Report Required? ☒No ☐Yes

Initial Pavement Type Selection Report Required? ☒No ☐Yes

Feasible Pavement Alternatives: ☒HMA ☐PCC ☐HMA & PCC

DESIGN AND STRUCTURAL

Description of Proposed Project: This project will replace the existing bridge along SR 76/SR 333 (US 221) over CS 735 & CSX Railroad in Quitman, Georgia. The new bridge and walls will have four 12-foot lanes, 2-foot gutter and 5.5-foot sidewalk. The approaching roadway will have four 12-foot lanes, variable 0-foot to 12-foot raised and flush median, 2.5-foot curb/gutter and 5-foot sidewalk. The total length of the project is approximately 2,000 linear feet. The roadway will be closed for 18 months to construct the new bridge at the same location using accelerated bridge and wall construction, and the traffic will use a designated offsite detour. Additionally, the road closure is anticipated to impact at least one hurricane season and the total project construction time of 24 months will span two hurricane seasons.

County: Brooks

Major Structures:

Structure ID	Existing	Proposed
ID 027-0003-0	The existing four-lane bridge is 258 feet long with a total bridge deck width of 52.3 feet, while the total bridge lane width is 40.0 feet. The sufficiency rating is 52.30. The bridge has six spans with steel beams.	The proposed bridge will be 268 feet long by 66 feet wide and consisting of four 12-foot lanes, and 5.5-foot sidewalks on each side. The design vehicle load is AASHTO HL-93.
Wall NW of bridge	The existing wall in the NW quadrant of the bridge is a cast-in-place wall, varying from 25 to 2 feet height.	The existing wall will be removed, and a new MSE wall will be built approximately 7 feet west of the existing wall. The proposed length will be approximately 400 feet and the height will vary from 5 to 30 feet.
Wall NE of bridge	The existing wall in the NE quadrant of the bridge is a cast-in-place wall, varying from 25 to 2 feet height.	The existing wall will be removed, and a new MSE wall will be built approximately 6 feet east of the existing wall. The proposed length will be approximately 400 feet and the height will vary from 5 to 30 feet.
Wall SW of bridge	None	The proposed wall will be a MSE wall, approximately 450 feet long, and varying height from 5 to 30 feet.
Wall SE of bridge	None	The proposed wall will be a MSE wall, approximately 500 feet long, and varying height from 5 to 30 feet.

Accelerated Bridge Construction (ABC) techniques anticipated: ☐ No ☒ Yes

The bridge and walls will use accelerated construction and use prefabricated bridge elements. All foundations must be constructed before the road closure is in place or large PSC piles can be driven and extend above ground to act as columns. It is anticipated an offsite detour will be used for 18 months during which the roadway profile will be raised approximately 4.4 feet to provide the railroad clearance. Using a 24-month total project construction timeframe will help minimize adverse effects to the surrounding areas during the hurricane season, as this route is one of the major hurricane evacuation routes from I-10 in Florida. This is an ABC Tier 5 project since the construction schedule will be significantly reduced.

Mainline Design Features: SR 76/SR 333 (US 221)

Feature	Existing	Policy*	Proposed
Typical Section			
- Number of Lanes	4		4
- Lane Width(s)	10-ft	11-ft -12-ft	12-ft
- Median Width & Type	none	14-ft flush	Varies 0-ft to 12-ft flush & raised
- Border Area Width	Varies	10-ft to 16-ft	7.5-ft (bridge & walls) 12-ft (roadway)
- Sidewalks	5-ft	5-ft	5-ft (roadway) 5.5-ft (bridge & walls)
- Auxiliary Lanes	None		None
Posted Speed	45 mph		45 mph
Design Speed	30 mph	45 mph	45 mph
Minimum Horizontal Curve Radius	N/A	711-ft	N/A
Maximum Superelevation Rate	N/A	4%	NC
Maximum Grade	5.7%	6%	6%
Access Control	By permit	By permit	By permit
Design Vehicle	unknown	WB-40	WB-67
Pavement Type	HMA		HMA

*According to current GDOT design policy, if applicable.

Is the project located on a NHS roadway? ☒ No ☐ Yes

Design Exceptions/Design Variances to GDOT and/or FHWA Controlling Criteria anticipated:

Design variances are required for substandard stopping sight distance (SSD). The proposed sag curves at the intersections with Green Street and Bay Street and the crest curve over the railroad do not meet the 45-mph design speed. The existing posted speed is 45-mph, however, the existing crest curve over the railroad meets a 40-mph SSD design, and the two existing sag curves (at Green St. and Bay St.) meet a 30-mph SSD design.

Design Variances to GDOT Standard Criteria anticipated:

Design variance is required for narrower median width.

Lighting required: ☐ No ☒ Yes

Off-site Detours Anticipated: ☐ No ☐ Undetermined ☒ Yes

If yes: Roadway type to be closed: ☒ Local Road ☒ State Route

Detour Route selected: ☒ Local Road ☒ State Route

District Concurrence w/Detour Route: ☐ No/Pending ☒ Received 11/29/2017

Detour Meeting was held jointly with PIOH on May 29, 2018.

Transportation Management Plan [TMP] Required: ☐ No ☒ Yes

If Yes: Project classified as: ☒ Non-Significant

TMP Components Anticipated: ☒ TTC

INTERCHANGES AND INTERSECTIONS

Major Interchanges/Intersections: Green Street at SR 76/SR 333 (US 221)
Bay Street at SR 76/SR 333 (US 221)

Intersection Control Evaluation (ICE) Required: ☒ No ☐ Yes

Note: ICE Waived for all bridge replacement projects.

Roundabout Peer Review Required: ☒ No ☐ Yes ☐ Completed – Date:

UTILITY AND PROPERTY

Railroad Involvement: CSX

Utility Involvements: Existing utilities include overhead and underground facilities. Bellsouth, City of Quitman, CNS, Windstream, and Comcast have facilities in the project corridor. City of Quitman Electric and Comcast have overhead facilities. City of Quitman Water, City of Quitman Sewer, City of Quitman Gas, CNS, Bellsouth, Windstream, and Comcast have underground facilities. The preferred alternative will impact all of the facilities. Additional coordination will be required through SUE.

SUE Required: ☐ No ☒ Yes

Public Interest Determination Policy and Procedure recommended? ☒ No ☐ Yes

Right-of-Way: Existing width: 116 ft. -132 ft. Proposed width: 116 ft. – 140 ft.

Required Right-of-Way anticipated: ☐ None ☒ Yes ☐ Undetermined

Easements anticipated: ☐ None ☒ Temporary ☒ Permanent ☒ Utility ☐ Other

Anticipated total number of impacted parcels: 33
Displacements anticipated: Businesses: 0
Residences: 0
Other: 0
Total Displacements: 0

County: Brooks

Impacts to USACE property anticipated? ☒ No ☐ Yes ☐ Undetermined

CONTEXT SENSITIVE SOLUTIONS

Issues of Concern: None known at this time.

Context Sensitive Solutions Proposed: None at this time, but will coordinate with locals since this project is in downtown historic district.

ENVIRONMENTAL AND PERMITS

Anticipated Environmental Document:

NEPA: ☐ PCE ☒ CE ☐ EA-FONSI
GEPA: ☐ Type A ☐ Type B ☐ None

Level of Environmental Analysis:

- ☒ The environmental considerations noted below are based on preliminary desktop or screening level environmental analysis and are subject to revision after the completion of resource identification, delineation, and agency concurrence.
- ☐ The environmental considerations noted below are based on the completion of resource identification, delineation, and agency concurrence.

Water Quality Requirements:

MS4 Compliance – Is the project located in an MS4 area? ☒ No ☐ Yes

Is Non-MS4 water quality mitigation anticipated? ☒ No ☐ Yes

Environmental Permits, Variances, Commitments, and Coordination anticipated: A CWA Section 404 Nationwide or Regional permit from the US Army Corps of Engineers (USACE) for minor impacts is anticipated. A buffer variance (BV) from GA Environmental Protection Division (EPD) is anticipated from longitudinal encroachments into the stream buffer.

Air Quality:

Is the project located in an Ozone Non-attainment area? ☒ No ☐ Yes
Carbon Monoxide hotspot analysis Required? ☒ No ☐ Yes

NEPA/GEPA Comments & Information: A Categorical Exclusion (CE) with a full Section 4(f) evaluation is anticipated. Minor impacts to Waters of the U.S. and State Waters are anticipated for removal and replacement of the bridge structure. Temporary impacts for access and staging may also occur. The bridge is located within a National Register of Historic Places (NRHP) historic district. A Section 4(f) evaluation is anticipated due to potentially adverse effects to the district due to the bridge replacement requiring additional right-of-way and the construction of walls within the district. Archaeological surveys have not been conducted at this time. No air or noise impacts are anticipated. An aquatic survey may be required.

COORDINATION, ACTIVITIES, RESPONSIBILITIES, AND COSTS

Is Federal Aviation Administration (FAA) coordination anticipated? ☐ No ☒ Yes

Project Meetings: Consultant Kickoff Meeting was held on November 4, 2016, and Concept Kickoff Meeting was held on June 29, 2017. Initial Concept Team Meeting was held on October 3, 2017. Concept Team Meeting was held on November 29, 2017. Joint PIOH/Detour Meeting was held May 29, 2018.

Other coordination to date: GDOT Railroad Liaison coordinated with CSX. CSX provided GDOT with required horizontal clearances and that a third track is not planned at this location. In addition, CSX stipulated that no walls are allowed on CSX property, and that a protective fence must be provided on the new bridge. GDOT Maintenance noted to minimize the closure time during hurricane season as much as practical. Additionally, he stated that reducing the travel way to two lanes during staging for 36 months was the least

County: Brooks

desirable option because it will impact 3 hurricane seasons and require a lot of coordination and additional signage in Georgia and Florida. GDOT has sent detour letters to the local government EMA, City Manager, and Board of Education. The responses received to date are from the Board of Education, which has no issue with closing this roadway for construction and detouring traffic. Additionally the City Manager stated his concerns about the local roads not being able to handle the additional local traffic, potential impacts for detouring traffic during the hurricane season, and trucks utilizing the local roads. It was also discussed at the Concept Team Meeting (CTM) that the local roads will not be signed for the detour and only the state route detours will be signed, and if trucks use the local roads, then that becomes an enforcement issue. During hurricane season, if evacuation is required, then there will be signs directing all drivers to the detour routes. Florida DOT has agreed with having all vehicles, but especially trucks from Florida use the signed detour routes during evacuations. Additionally, District personnel were concerned about roadway conditions for local traffic detours. It was suggested at the CTM that if the local roads are in need of repair after construction, a local project will need to be set up, however, the intent of this project is for the traveling public to use the signed detour state routes.

Project Activity	Party Responsible for Performing Task(s)
Concept Development	Columbia Engineering
Design	Columbia Engineering
Right-of-Way Acquisition	GDOT
Utility Coordination (Preconstruction)	GDOT
Utility Relocation (Construction)	Utility Owners
Letting to Contract	GDOT
Construction Supervision	GDOT
Providing Material Pits	Contractor
Providing Detours	Contractor
Environmental Studies, Documents, & Permits	Edwards-Pitman
Environmental Mitigation	GDOT
Construction Inspection & Materials Testing	GDOT

Project Cost Estimate and Funding Responsibilities:

	PE Activities		ROW	Reimbursable Utilities	CST*	Total Cost
	PE Funding	Section 404 Mitigation				
Funded By	GDOT	GDOT	GDOT	GDOT	GDOT	
\$ Amount	\$950,000	\$0 anticipated	\$1,409,000	\$171,600	\$10,541,400	\$13,072,000
Date of Estimate	2016	12/18/17	1/23/18	11/29/17	7/11/2018	

*CST Cost includes: Construction, Engineering and Inspection, Contingencies and Liquid AC Cost Adjustment.

ALTERNATIVES DISCUSSION

Preferred Alternative: Close the existing bridge on SR 76/SR 333 and replace it with a new bridge in the same location, while detouring traffic with a designated off-site detour. Roadway will be a 35-mph design and have 4 walls on bridge approaches (NE, NW, SE, and SW quadrants). A gravity wall will also be used to minimize impacts to the church in the SW quadrant of Green Street and SR 76/SR 333.

Estimated Property Impacts:	33	Estimated Total Cost:	\$13,072,000
Estimated ROW Cost:	\$1,409,000	Estimated CST Time:	24 months

Rationale: This alternative is the preferred alternate because it minimizes the road closed time and total construction time, environmental impacts, hurricane season impacts, and ROW costs. The walls on the south side of the bridge are proposed to minimize impacts to the historic district as well as the streams and wetlands adjacent and parallel to the mainline. The bridge and walls will use accelerated construction and use prefabricated bridge elements. All foundations must be constructed before the road closure is in place. It is anticipated an offsite detour will be used for 18 months during which the roadway profile will be raised 4.4 feet. The existing walls on the northside bridge approaches will be removed. MSE walls are proposed at all four bridge quadrants on the north and south side. Also, a Special Provision minimizing the road closure during the hurricane seasons will be required. Using the 24-month total project construction timeframe will help minimize adverse effects to the surrounding areas during the hurricane season, as this route is one of the major hurricane evacuation routes from I-10 in Florida. GDOT Maintenance personnel in charge of hurricane evacuation routes and FDOT Director of Traffic Engineering have also stated that not having road closures or lane reductions during hurricane seasons are their preferred alternate because it will minimize re-routing of vehicles during evacuations. The city personnel were concerned about truck traffic using local routes rather than using the long detour route (additional miles travelled using western route was 18.5 miles and eastern route was 31.5 miles - see attached detour maps for additional information) because the local roads cannot handle the extra wear and tear. The local traffic detours range from ½ mile to 1 miles in additional distance and are not anticipated to be an issue. It was noted that the City would prefer the shorter disruption to traffic over the longer (3-year) construction timeframe with the other alternates. Also, a short term local detour will be required for Crawford St. closure, which is needed to set beams.

Alternative 2: Replace the existing bridge on SR 76/SR 333 approximately in the same location. The proposed centerline shifted to the west approximately 6 feet to accommodate staged construction. Roadway will be a 35-mph design and have 4 walls on bridge approaches (NE, NW, SE, and SW quadrants). A gravity wall will also be used to minimize impacts to the church in the SW quadrant of Green Street and SR 76/SR 333.

Estimated Property Impacts:	33	Estimated Total Cost:	\$14,711,500
Estimated ROW Cost:	\$1,409,000	Estimated CST Time:	36 months

Rationale: This alternative was not chosen due to the complexity and longevity of staging the bridge and walls for 3 years, which will impact at least 3 hurricane seasons. The existing walls on the northside will be buried and tied to, however they will not be used for structural strength. The walls on the southside will require shoring. Concrete cantilever walls are proposed on both the north side and MSE walls on the south side. The proposed design will minimize impacts to the historic district, wetlands, and streams through using walls in all 4 quadrants of the bridge approaches. The 35-mph design will minimize impacts to the adjacent frontage roads and historic district structures parallel to the mainline. The staged bridge construction will reduce the existing four 10-foot lanes without offsets to the gutters and sidewalks to two 10-foot lanes with variable 1-ft to 2-ft offsets to the gutters and/or barrier wall with only one sidewalk operational. Please note however, this staged roadway width may pose a problem if 2 trucks try to pass each other at the same time using the minimal travel lane widths. The proposed bridge elevation will be approximately 4.4 feet higher than the existing bridge. Also, a short term local detour will be required for Crawford St. closure, which is needed to set beams.

Alternative 3: Replace the existing bridge on SR 76/SR 333 approximately in the same location. The proposed centerline shifted to the west approximately 6 feet to accommodate staged construction. Roadway will be a 35-mph design and have 2 walls on northern bridge approach (NE and NW quadrants). A gravity wall will also be used to minimize impacts to the church in the SW quadrant of Green Street and SR 76/SR 333.

Estimated Property Impacts:	33	Estimated Total Cost:	\$12,851,800
Estimated ROW Cost:	\$1,886,000	Estimated CST Time:	36 months

Rationale: This alternative was not chosen due the substantial impacts to the historic district, wetlands, and streams on the south side of the bridge because walls are not proposed at that location. Using a 35-mph design and walls on the northside of the bridge will help to reduce impacts to the adjacent frontage roads and historic district structures parallel to the mainline. Although the 35-mph design will help to minimize the environmental impacts somewhat on the south side compared to a 45-mph design, the historic district structures, streams, and wetlands parallel to the mainline will be severely impacted. Also, the proposed staged bridge and walls construction will be complex and take 3 years to build, which will impact at least 3 hurricane seasons. The existing walls on the north side will be buried and tied to with concrete cantilever walls, however the existing walls will not be used for structural strength. The staged bridge construction will reduce the existing four 10-foot lanes without offsets to the gutters and sidewalks to two 10-foot lanes with variable 1-ft to 2-ft offsets to the gutters and/or barrier wall with one sidewalk only. Please note however, this staged roadway width may pose a problem if 2 trucks try to pass each other at the same time using the minimal travel lane widths. The proposed bridge elevation will be approximately 4.4 feet higher than the existing bridge. The cost of environmental mitigation is \$100,240, and a Stream Buffer Variance is required. Also, a short term local detour will be required for Crawford St. closure, which is needed to set beams.

Alternative 4: Replace the existing bridge on SR 76/SR 333 approximately in the same location. The proposed centerline shifted to the west approximately 6 feet to accommodate staged construction. Roadway will be a 45-mph design and have 2 walls on northern bridge approach (NE and NW quadrants). A gravity wall will also be used to minimize impacts to the church in the SW quadrant of Green Street and SR 76/SR 333.

Estimated Property Impacts:	33	Estimated Total Cost:	\$14,375,700
Estimated ROW Cost:	\$1,952,000	Estimated CST Time:	36 months

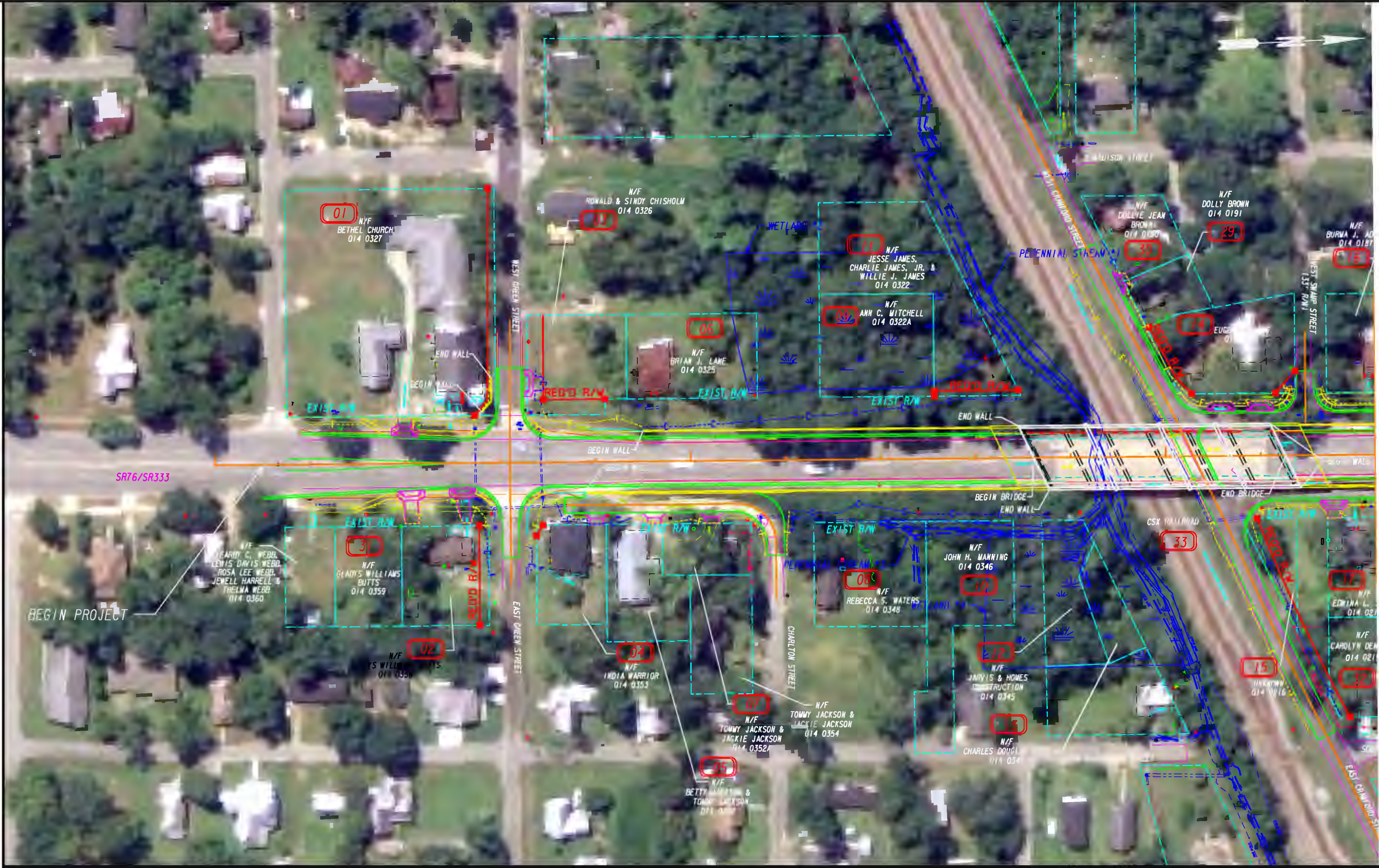
Rationale: This alternative was not chosen due the substantial impacts to the historic district, wetlands, streams, and six displacements on the south side of the bridge because walls are not proposed at that location. Walls on the north side of the bridge will help to reduce impacts to the adjacent frontage roads and historic district structures parallel to the mainline, however using a 45-mph design has extended the project limits in both directions and impacted additional areas in the historic district. Also, the proposed staged bridge and walls construction will be complex and take 3 years to build, which will impact 3 hurricane seasons. The existing walls on the northside will be buried and tied to, however they will not be used for structural strength. Concrete cantilever walls are proposed on the northside only. The staged bridge construction will reduce the existing four 10-foot lanes without offsets to the gutters and sidewalks to two 10-foot lanes with variable 1-ft to 2-ft offsets to the gutters and/or barrier wall with one sidewalk only. Please note however, this staged roadway width may pose a problem if 2 trucks try to pass each other at the same time using the minimal travel lane widths. The proposed bridge elevation will be approximately 5.4 feet higher than the existing bridge. The cost of environmental mitigation is \$105,132, and a Stream Buffer Variance is required. Also, a short term local detour will be required for Crawford St. closure, which is needed to set beams.

No-Build Alternative: Do nothing and retain existing bridge.			
Estimated Property Impacts:	N/A	Estimated Total Cost:	N/A
Estimated ROW Cost:	N/A	Estimated CST Time:	N/A
Rationale: This bridge was designed using an H-20 vehicle, which is below current design standards. The overall condition of this bridge would be classified as fair. The deck is in fair condition with heavy cracking and minor spalling. The superstructure and substructure are in good condition. Due to the age of the structure and the structural integrity of the bridge pertaining to the design vehicle, replacement of this bridge is recommended; therefore, we do not recommend the no-build alternative.			

Additional Comments/ Information: SR 76/SR 333 (US 221) is a hurricane evacuation route. No onsite detour option was investigated because there is no location for the detour bridge due to the adjacent frontage roads and historic district structures paralleling the mainline. For the project corridor, there have been 4 crashes from 2014-2016. The crashes included 2 rear-ends, 1 angle, and 1 run off the road. There were 2 injuries from the angle crash that involved a pedestrian and a motorcyclist. There were no fatalities.

LIST OF ATTACHMENTS/SUPPORTING DATA

1. Concept Layout
2. Typical Sections
3. Concept Cost Estimate
4. Approved Traffic Assignment Document by Pond & Company
5. Traffic Report, including Crash summaries, w/o counts
6. Detour Route Maps
7. Bridge Inventory Sheet
8. Initial Concept Team Meeting Minutes
9. Concept Team Meeting Minutes
10. Kickoff Meeting Minutes
11. PDOH Synopsis
12. PDOH Response Letter



PROPERTY AND EXISTING R/W LINE

REQUIRED R/W LINE

CONSTRUCTION LIMITS

EASEMENT FOR CONSTR

& MAINTENANCE OF SLOPES

EASEMENT FOR CONSTR OF SLOPES

EASEMENT FOR CONSTR OF DRIVES

BEGIN LIMIT OF ACCESS.....BLA

END LIMIT OF ACCESS.....ELA

LIMIT OF ACCESS

REQ'D R/W & LIMIT OF ACCESS

ORANGE BARRIER FENCE

ESA - ENV. SENSITIVE AREA

(SEE ERIT TABLE)

Columbia Engineering

LAND PLANNERS • CIVIL ENGINEERS • LANDSCAPE ARCHITECTS • SURVEYORS

2862 Buford Highway, Suite 200
Duluth, GA 30096
Phone: (770) 925-0357
Fax: (770) 925-0565

SCALE IN FEET

0

50

100

200

REVISION DATES

CONSTRUCTION PLAN

SR76/SR333 @ CS 735/BAY ST & CSX

PREFERRED ALTERNATE

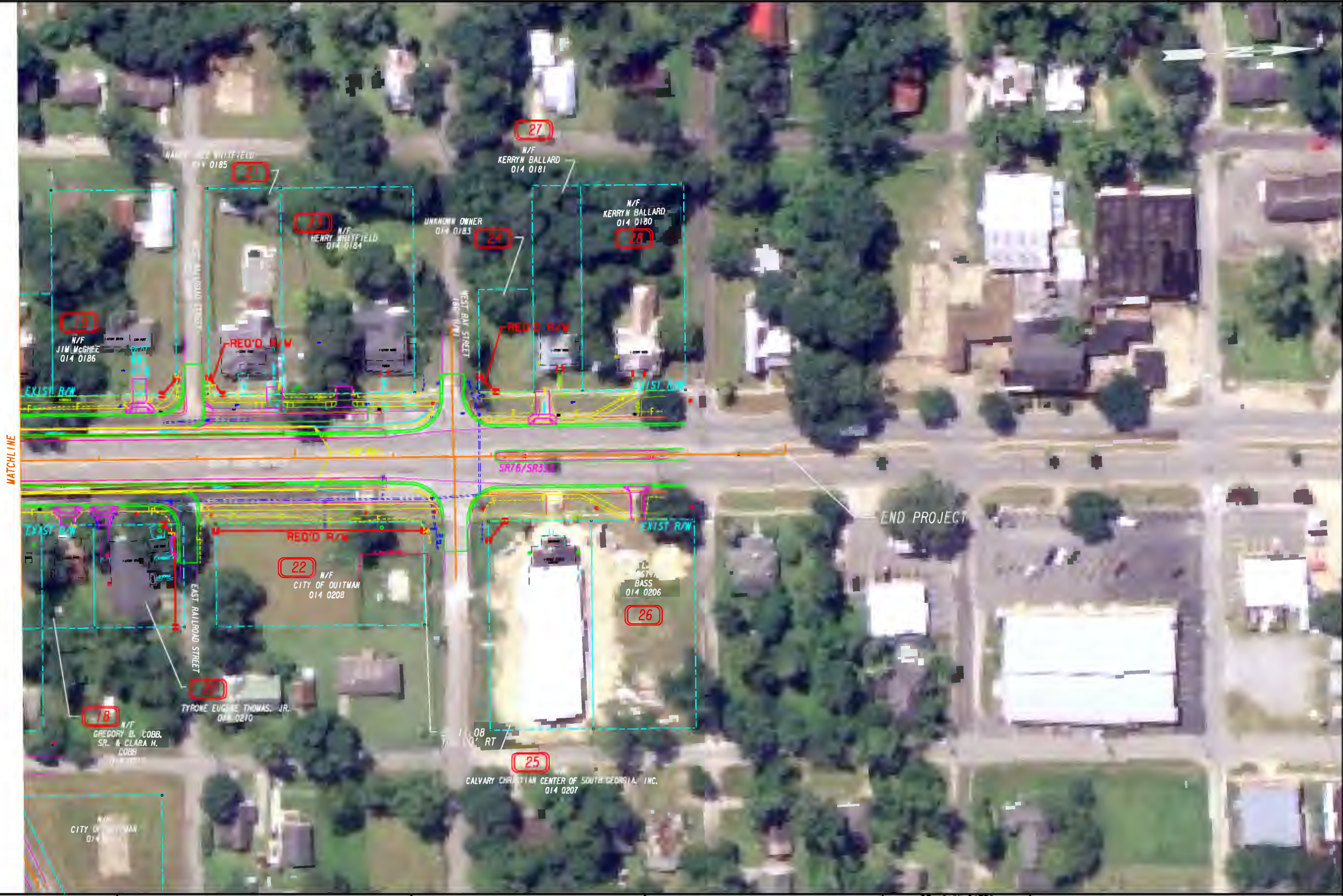
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BACKCHECKED: DATE:

CORRECTED: DATE:

VERIFIED: DATE:

DRAWING No.
13-001



PROPERTY AND EXISTING R/W LINE

REQUIRED R/W LINE

CONSTRUCTION LIMITS

EASEMENT FOR CONSTR

& MAINTENANCE OF SLOPES

EASEMENT FOR CONSTR OF SLOPES

EASEMENT FOR CONSTR OF DRIVES

---e---

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BEGIN LIMIT OF ACCESS.....BLA

END LIMIT OF ACCESS.....ELA

LIMIT OF ACCESS

RED'D R/W & LIMIT OF ACCESS

ORANGE BARRIER FENCE

ESA - ENV. SENSITIVE AREA

(SEE ERIT TABLE)

Columbia Engineering

LAND PLANNERS - CIVIL ENGINEERS - LANDSCAPE ARCHITECTS - SURVEYORS

2862 Buford Highway, Suite 200

Duluth, GA 30096

Phone: (770) 925-0357

Fax: (770) 925-0565

SCALE IN FEET

0

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100

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REVISION DATES

CONSTRUCTION PLAN

SR76/SR333 @ CS 735/BAY ST & CSX

PREFERRED ALTERNATE

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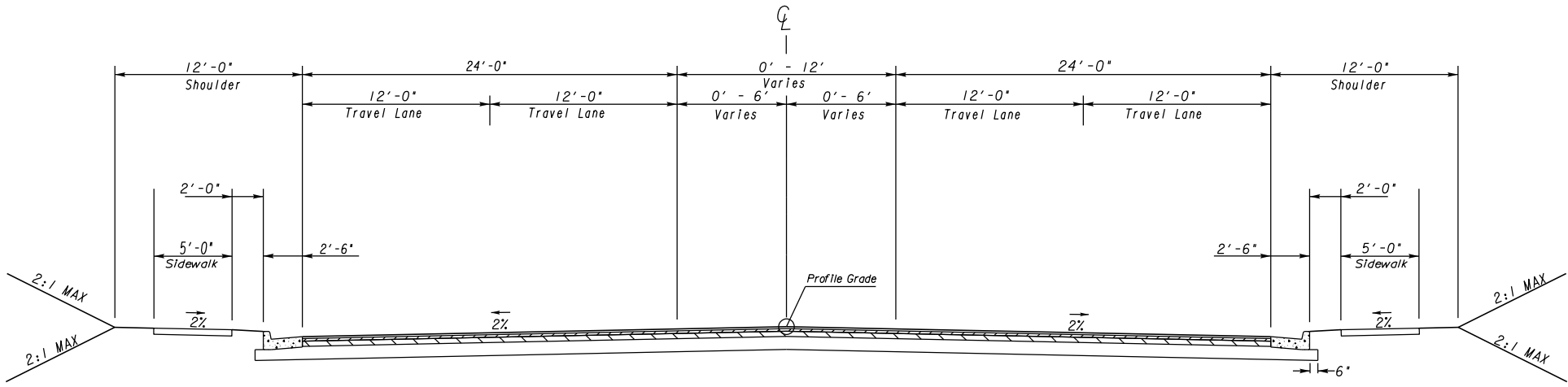
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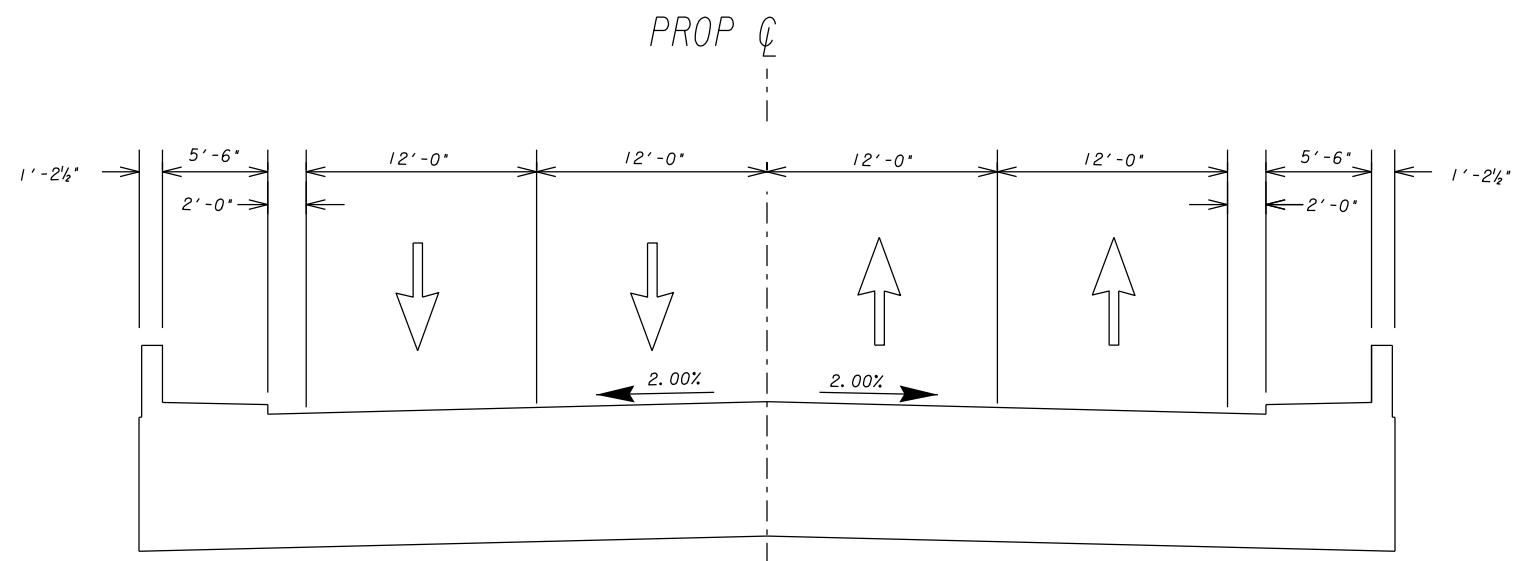
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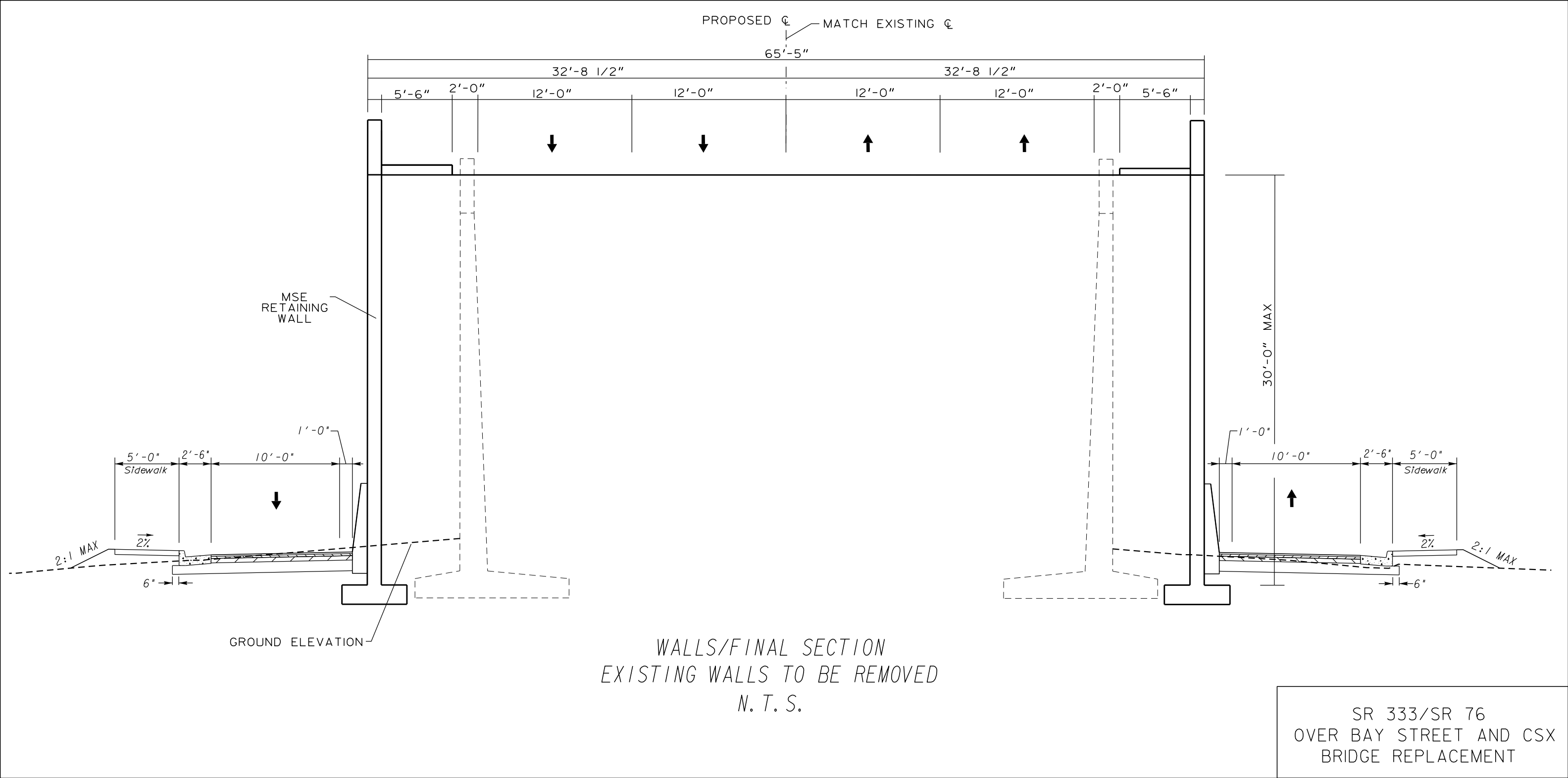
13-002



PROPOSED ROADWAY



PROPOSED BRIDGE



STATE HIGHWAY AGENCY

DATE : 07/11/2018

PAGE : 1

JOB ESTIMATE REPORT

JOB NUMBER : 0013714P SPEC YEAR: 13
 DESCRIPTION: 4690.10 CONCEPT COST 35 MPH WITH 4 MSE WALLS

ITEMS FOR JOB 0013714P

LINE	ITEM	ALT	UNITS	DESCRIPTION	QUANTITY	PRICE	AMOUNT
0005	150-1000		LS	TRAFFIC CONTROL - 0013714	1.000	300000.00	300000.00
0014	150-5010		EA	TRAF CTRL,PORTABLE IMPACT ATTN	2.000	7812.57	15625.16
0015	153-1300		EA	FIELD ENGINEERS OFFICE TP 3	1.000	96074.68	96074.68
0030	207-0203		CY	FOUND BK FILL MATL, TP II	5.000	75.52	377.64
0032	210-0100		LS	GRADING COMPLETE - 0013714	1.000	350000.00	350000.00
0033	310-5100		SY	GR AGGR BS CRS 10IN INCL MATL	12320.000	17.82	219651.19
0043	318-3000		TN	AGGR SURF CRS	350.000	32.79	11477.81
0048	402-3190		TN	RECYL AC 19 MM SP,GP 1 OR 2 ,INC BM&HL	1360.000	87.49	118999.13
0053	402-3130		TN	RECYL AC 12.5MM SP,GP2,BM&HL	1230.000	99.58	122485.20
0058	402-3121		TN	RECYL AC 25MM SP,GP1/2,BM&HL	2040.000	79.40	161984.49
0067	413-0750		GL	TACK COAT	2975.000	3.40	10115.00
0068	432-0206		SY	MILL ASPH CONC PVMT/ 1.50 DEP	2500.000	6.75	16879.50
0073	433-1200		SY	REF CONC APPR SL/I SLOPED EDGE	480.000	188.40	90434.45
0076	441-0016		SY	DRIVEWAY CONCRETE, 6 IN TK	665.000	41.10	27333.04
0077	441-0104		SY	CONC SIDEWALK, 4 IN	2100.000	46.52	97702.08
0078	441-4020		SY	CONC VALLEY GUTTER, 6 IN	330.000	41.76	13783.70
0081	441-6222		LF	CONC CURB & GUTTER/ 8X30TP2	5150.000	17.86	92027.72
0082	621-4086		LF	CONCRETE SIDE BARRIER, TP 7WS	550.000	70.00	38500.00
0083	500-0100		SY	GROOVED CONCRETE	480.000	11.81	5672.96
0086	500-2110		LF	CONCRETE PARAPET, SPCL DES	951.000	270.00	256770.00
0087	500-2110		LF	CONCRETE PARAPET, SPCL DES	802.000	270.00	216540.00
0092	500-3107		CY	CL A CONC, RET WALL	12.000	565.00	6780.00
0097	540-1101		LS	REM OF EX BR, STA NO - 1	1.000	886000.00	886000.00
0102	500-3800		CY	CL A CONC, INCL REINF STEEL	11.000	1103.36	12136.99
0107	543-9000		LS	CONSTR OF BRIDGE COMPLETE - 1	1.000	2850000.00	2850000.00
0112	550-1180		LF	STM DR PIPE 18,H 1-10	1370.000	38.92	53322.69
0117	550-1240		LF	STM DR PIPE 24,H 1-10	520.000	49.05	25509.65
0122	550-1480		LF	STM DR PIPE 48,H 1-10	80.000	117.42	9393.64
0127	550-4218		EA	FLARED END SECT 18 IN, ST DR	2.000	650.19	1300.39
0132	550-4224		EA	FLARED END SECT 24 IN, ST DR	1.000	774.24	774.24
0136	627-1000		SF	MSE WALL FACE, 0 - 10 FT HT, WALL NO - SOUTH WALL	1168.000	47.00	54904.68
0141	627-1010		SF	MSE WALL FACE, 10 - 20 FT HT, WALL NO - SOUTH WALL	5475.000	48.69	266599.43
0146	627-1020		SF	MSE WALL FACE, 20 - 30 FT HT, WALL NO - SOUTH WALL	11414.000	47.87	546468.88
0152	627-1120		LF	COPING B, WALL NO - 1 & 2	750.000	300.00	225000.00
0154	627-1000		SF	MSE WALL FACE, 0 - 10 FT HT, WALL NO - NORTH WALLS	992.000	47.00	46631.37
0155	627-1010		SF	MSE WALL FACE, 10 - 20 FT HT, WALL NO - NORTH WALLS	4620.000	48.69	224966.10
0160	627-1020		SF	MSE WALL FACE, 20 - 30 FT HT, WALL NO - NORTH WALLS	9568.000	47.87	458087.81

STATE HIGHWAY AGENCY

DATE : 07/11/2018

PAGE : 2

JOB ESTIMATE REPORT

0165	627-1120	LF	COPING B, WALL NO - 3 & 4	802.000	300.00	240600.00
0170	668-1100	EA	CATCH BASIN, GP 1	19.000	2590.66	49222.59
0175	668-2100	EA	DROP INLET, GP 1	6.000	2387.13	14322.80
0180	668-4300	EA	STORM SEW MANHOLE, TP 1	8.000	2435.95	19487.66
0185	634-1200	EA	RIGHT OF WAY MARKERS	30.000	123.86	3715.98
0190	641-1100	LF	GUARDRAIL, TP T	58.000	75.22	4362.84
0195	641-1200	LF	GUARDRAIL, TP W	350.000	20.28	7100.87
0200	641-5001	EA	GUARDRAIL ANCHORAGE, TP 1	4.000	1091.77	4367.08
0205	573-2006	LF	UNDDR PIPE INCL DRAIN AGGR 6	150.000	21.11	3167.79
0210	603-2181	SY	STN DUMPED RIP RAP, TP 3, 18	70.000	60.54	4238.01
0215	603-7000	SY	PLASTIC FILTER FABRIC	70.000	5.33	373.36
0220	163-0232	AC	TEMPORARY GRASSING	14.000	158.94	2225.19
0225	163-0300	EA	CONSTRUCTION EXIT	4.000	1575.77	6303.09
0230	165-0101	EA	MAINT OF CONST EXIT	4.000	525.91	2103.68
0235	165-0010	LF	MAINT OF TEMP SILT FENCE, TP A	1500.000	0.33	501.80
0240	165-0030	LF	MAINT OF TEMP SILT FENCE, TP C	1650.000	0.40	672.56
0245	165-0105	EA	MAINT OF INLET SEDIMENT TRAP	53.000	49.44	2620.65
0250	167-1000	EA	WATER QUALITY MONITORING AND SAMPLING	2.000	394.59	789.19
0255	167-1500	MO	WATER QUALITY INSPECTIONS	18.000	843.30	15179.46
0260	171-0010	LF	TEMPORARY SILT FENCE, TYPE A	3000.000	2.64	7934.79
0265	171-0030	LF	TEMPORARY SILT FENCE, TYPE C	3300.000	4.18	13824.53
0270	163-0550	EA	CONS & REM INLET SEDIMENT TRAP	53.000	192.70	10213.42
0275	700-6910	AC	PERMANENT GRASSING	3.000	995.73	2987.20
0280	700-7000	TN	AGRICULTURAL LIME	7.000	17.23	120.66
0285	700-8000	TN	FERTILIZER MIXED GRADE	3.000	637.54	1912.65
0290	700-8100	LB	FERTILIZER NITROGEN CONTENT	103.000	4.49	463.22
0295	700-9400	AC	NATIVE REST & RIPARIAN SEEDING	1.000	1860.00	1860.00
0300	716-2000	SY	EROSION CONTROL MATS, SLOPES	100.000	2.94	294.96
0305	163-0240	TN	MULCH	57.000	280.57	15992.84
0310	165-0041	LF	MAINT OF CHECK DAMS - ALL TYPES	150.000	2.17	326.73
0315	163-0503	EA	CONSTR AND REMOVE SILT CONTROL GATE, TP 3	9.000	465.95	4193.59
0320	165-0087	EA	MAINT OF SILT CONTROL GATE, TP 3	9.000	122.52	1102.70
0325	163-0520	LF	CONSTR AND REMOVE TEMP PIPE SLOPE DRAIN	200.000	20.80	4160.48
0330	163-0528	LF	CONSTR AND REM FAB CK DAM -TP C SLT FN	300.000	6.40	1921.83
0335	643-8200	LF	BARRIER FENCE (ORANGE), 4 FT	7000.000	1.84	12941.39
0340	636-1033	SF	HWY SIGNS, TP1MAT,REFL SH TP 9	100.000	18.39	1839.53
0345	636-2070	LF	GALV STEEL POSTS, TP 7	80.000	8.37	670.30
0350	653-1501	LF	THERMO SOLID TRAF ST 5 IN, WHI	4000.000	0.60	2408.76
0355	653-1502	LF	THERMO SOLID TRAF ST, 5 IN YEL	4000.000	0.58	2326.76
0360	653-1704	LF	THERM SOLID TRAF STRIPE,24,WH	100.000	8.74	874.24
0365	653-1804	LF	THERM SOLID TRAF STRIPE, 8,WH	1000.000	2.34	2346.25
0370	653-3501	GLF	THERMO SKIP TRAF ST, 5 IN, WHI	3500.000	0.37	1307.15
0375	654-1001	EA	RAISED PVMT MARKERS TP 1	150.000	4.12	618.72
0380	654-1003	EA	RAISED PVMT MARKERS TP 3	100.000	4.06	406.19
0385	657-1085	LF	PRF PL SD PVT MKG,8,B/W,TP PB	720.000	7.14	5146.93
0390	657-3085	GLF	PRF PL SK PVMT MKG,8,B/W,TPPB	720.000	5.07	3654.28
0395	657-6085	LF	PRF PL SD PVMT MKG,8,B/Y,TPPB	720.000	6.76	4870.80
0400	682-9030	LS	LIGHTING SYSTEM	1.000	250000.00	250000.00

DATE : 07/11/2018

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ITEM TOTAL 8668385.09

JOB ESTIMATE REPORT

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INFLATED ITEM TOTAL	8668385.09
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TOTALS FOR JOB 0013714P

ESTIMATED COST:	8668385.12
CONTINGENCY PERCENT (0.0):	0.00
ESTIMATED TOTAL:	8668385.12

DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE P.I. No. **0013714, Preferred Alternate** **OFFICE** Bridge Design/Program Delivery

PROJECT DESCRIPTION

This project will replace the existing bridge on on SR 76/SR333 over two CSX Railroad tracks, Crawford Street and a small body of water in Quitman, GA

DATE July 11, 2018

From: Kimberly Nesbitt, State Program Delivery Administrator

To: Lisa L. Myers, State Project Review Engineer
via Email Mailbox: CostEstimatesandUpdates@dot.ga.gov

Subject: REVISIONS TO PROGRAMMED COSTS

MGMT LET DATE 6/15/2020

PROJECT MANAGER Scott Mann, GDOT Project Manager

MGMT ROW DATE 6/15/2019

PROGRAMMED COSTS (TPro W/OUT INFLATION)

LAST ESTIMATE UPDATE

CONSTRUCTION \$ 3,906,090.00

DATE

RIGHT OF WAY \$ 250,000.00

DATE

UTILITIES \$ 0.00

DATE

REVISED COST ESTIMATES

CONSTRUCTION* \$ 10,541,384.38

RIGHT OF WAY \$ 1,409,000.00

UTILITIES \$ 171,600.00

*Cost Contains **15** % Contingency

REASONS FOR COST INCREASE AND CONTINGENCY JUSTIFICATION:

Concept Report Complete. The original planning level cost estimate did not include the large walls that are necessary in 4 quadrants of the bridge (needed to minimize impacts to historic district, wetlands, and parallel streams). In addition, this road is a hurricane evacuation route; therefore the proposed concept recommends accelerated bridge construction (ABC) to minimize adverse impacts to multiple seasons. This requires using an offsite detour for 12 months in lieu of a staged construction for 36 month, which would effect at least 3 hurricane seasons. The ABC costs are higher than staged bridge construction costs.

CONTINGENCY SUMMARY

A. CONSTRUCTION COST ESTIMATE:	\$	8,668,385.12	Base Estimate From CES	
B. ENGINEERING AND INSPECTION (E & I):	\$	433,419.26	Base Estimate (A) x	5 %
C. CONTINGENCY:	\$	1,365,270.66	Base Estimate (A) + E & I (B) x	15 %
			See % Table in "Risk Based Cost Estimation" Memo	
D. TOTAL LIQUID AC ADJUSTMENT:	\$	74,309.34	Total From Liquid AC Spreadsheet	
E. CONSTRUCTION TOTAL:	\$	10,541,384.38	(A + B + C + D = E)	

REIMBURSABLE UTILITY COSTS

UTILITY OWNER	REIMBURSABLE COST
CSX Railroad	\$ 171,600.00
TOTAL	\$ 171,600.00

ATTACHMENTS: (File Copy in the Project Cost Estimate Folder)

Detailed Cost Estimate Printout From CES
Liquid AC Adjustment Spreadsheet

Consultant Validation of Final QC/QA for Construction Cost Estimate Used in This Revision To Programmed Costs


COMPANY NAME: Columbia Engineering

VALIDATION OF FINAL QC/QA

PRINTED NAME: Paul Cook, PE

TITLE: Principal

SIGNATURE:


Paul D. Cook, PE, VP Columbia Engineering

DATE:

7/5/18

PROJ. NO. 0013714
P.I. NO. 0013714
DATE 7/4/2018

CALL NO. 0/00/2016

INDEX (TYPE)	DATE	INDEX
REG. UNLEADED	Jul-18	\$ 2.814
DIESEL		\$ 3.124
LIQUID AC		\$ 507.00

Link to AC Index:
<http://www.dot.ga.gov/PS/Materials/AsphaltFuelIndex>

LIQUID AC ADJUSTMENTS

PA=[((APM-APL)/APL)]xTMTxAPL

Asphalt

Price Adjustment (PA)					70422.3	\$	70,422.30
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	\$	811.20			
Monthly Asphalt Cement Price month project let (APL)			\$	507.00			
Total Monthly Tonnage of asphalt cement (TMT)				231.5			

ASPHALT	Tons	%AC	AC ton
Leveling		5.0%	0
12.5 OGFC		5.0%	0
12.5 mm	1230	5.0%	61.5
9.5 mm SP		5.0%	0
25 mm SP	2040	5.0%	102
19 mm SP	1360	5.0%	68
	4630		231.5

BITUMINOUS TACK COAT

Price Adjustment (PA)					\$	3,887.04	\$	3,887.04
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	\$	811.20				
Monthly Asphalt Cement Price month project let (APL)			\$	507.00				
Total Monthly Tonnage of asphalt cement (TMT)				12.77792524				

Bitum Tack

Gals	gals/ton	tons
2975	232.8234	12.7779252

BITUMINOUS TACK COAT (surface treatment)

Price Adjustment (PA)						0	\$	-
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	\$	811.20				
Monthly Asphalt Cement Price month project let (APL)			\$	507.00				
Total Monthly Tonnage of asphalt cement (TMT)				0				

Bitum Tack	SY	Gals/SY	Gals	gals/ton	tons
Single Surf. Trmt.		0.20	0	232.8234	0
Double Surf.Trmt.		0.44	0	232.8234	0
Triple Surf. Trmt		0.71	0	232.8234	0

TOTAL LIQUID AC ADJUSTMENT \$ 74,309.34

Mitigation costs received via email from EPEI

PI No 0013714 (Bay Street and CSX Railroad Bridge)

	Wetland Credits Required	Wetland Credits Total Cost	Stream Credits Required	Stream Credits Total Cost
Alternative 1 & 2* - (file: 0013714LIMT-35walls.dgn)	0	\$0	0	\$0
Alternative 3 - (file: 0013714LIMT-35.dgn)	0.757 x \$4,000/credit	\$3,028	777.7 x \$125/credit	\$97,212.50
Alternative 4 - (file: 0013714LIMT-45.dgn)	1.505 x \$4,000/credit	\$6,020	792.9 x \$225/credit	\$99,112.50

*Please note that although Alternatives 1 and 2 would not impact any streams or wetlands, a 25-foot stream buffer would be impacted, requiring a state Stream Buffer Variance. Alternatives 3 and 4 also would require a Stream Buffer Variance.

DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE: PI #0013714, Brooks County **OFFICE:** State Utilities Office
FROM: *Jill Franks for:*
Patrick Allen, State Utilities Administrator **DATE:** November 29, 2017
TO: Kimberly Nesbitt, State Program Delivery Administrator
Attn: **Scott Mann, Project Manager**
SUBJECT: PRELIMINARY RAILROAD COST (CONCEPT ESTIMATE)

A review of railroads located within the project limits on the above referenced project has been conducted based on the proposed concept description. Listed below is a breakdown of the estimated railroad costs:

FACILITY OWNER	NON-REIMBURSABLE	REIMBURSABLE
CSX Transportation		
– P.E. review cost for bridge over railroad	\$0.00	\$ 53,400.00-GDOT
– Const. inspection cost for bridge over railroad	\$0.00	\$ 118,200.00-GDOT
<hr/>		
Total Reimbursement Cost:	\$0.00	\$ 171,600.00

Total railroad surface work and warning device reimbursable cost for the above project is estimated to be:

\$171,600.00

Please note that this amount does not include other reimbursable utility costs that may be associated with this project. This project is GDOT funded.

If you have any questions, please contact Jill Franks, (404) 631-1370, jfranks@dot.ga.gov or Marcela Coll, (404)631-1372 mcoll@dot.ga.gov.

PA:JLF:mgc

cc: Yulonda Pride-Foster, Utilities Preconstruction Manager
Angela Robinson, State Financial Management Administrator
Stacy Aultman, District 4 Utilities Manager
Kevin Cowan, Utilities Railroad Crossing Manager

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE

Project No:
County **BROOKS**
P.I. # **0013714**

Office: Tifton
Date: November 6, 2017

Description: **SR 76/SR 333 @ CS 735/BAY STREET & CSX #636942L IN QUITMAN**

FROM Stacy Aultman, District Utilities Engineer

TO Scott Mann, Project Manager

SUBJECT **PRELIMINARY UTILITY COST ESTIMATE Alternate 1&2**

A review of utilities located on the above referenced project has been conducted with Concept Layout plans.. Listed below is a breakdown of the anticipated reimbursable and non-reimbursable cost.

<u>Utility Owner</u>	<u>Reimbursable</u>	<u>Non-Reimbursable</u>	<u>Estimate Based on</u>
Bellsouth	\$0.00	\$4,550.00	Site Visit / Available Drawings
City of Quitman Water **	\$0.00	\$157,500.00	Site Visit / Available Drawings
City Of Quitman Sewer **	\$0.00	\$188,000.00	Site Visit / Available Drawings
City of Quitman Gas **	\$0.00	\$113,000.00	Site Visit / Available Drawings
City of Quitman Electric **	\$0.00	\$45,500.00	Site Visit / Available Drawings
CNS	\$0.00	\$8,700.00	Site Visit / Available Drawings
Windstream	\$0.00	\$100,500.00	Site Visit / Available Drawings
Comcast	\$0.00	\$3,800.00	Site Visit / Available Drawings
CSX	\$0.00	\$0.00	See Jill Franks
	\$0.00	\$0.00	
	\$0.00	\$0.00	
Total 100.00%	\$ 0.00	\$621,550.00	
Department Responsibility 100.00%	\$ 0.00		
Local Sponsor Responsibility 0.00%	\$ 0.00	\$ 0.00	PFA Dated N/A with N/A

Update All

** Indicates Potential Utility Aid Request from Local Gov't

Estimate is based on the best available information at the current stage, unforeseen prior rights information may be provided by the Utility Company at a later date that could cause some non-reimbursable costs to shift to the reimbursable cost column.

If additional information is needed, please contact Theo Parker at 229-391-5514.

cc: Paul Cook, Columbia Engineering, Designer
Patrick Allen, P.E., State Utilities Office
Yulonda Pride-Foster, State Utilities Preconstruction Engineer
Tim Warren, P.E., District Preconstruction Engineer

GEORGIA DEPARTMENT OF TRANSPORTATION
PRELIMINARY ROW COST ESTIMATE SUMMARY

Date: 1/11/2018

Project: SR 76/SR 333 @ CS 735/Bay St @ CSX

Revised:

County: Brooks

PI: 13714

Description: Bridge Replacement over CSX Railroad ALT 2B Preferred Alternate

Project Termini: West Green Street to West Bay Street

Existing ROW:

Parcels: 18

Required ROW:

Land and Improvements \$1,001,400.00

Proximity Damage \$5,000.00

Consequential Damage \$10,000.00

Cost to Cures \$15,000.00

Trade Fixtures \$50,000.00

Improvements \$550,000.00

Valuation Services \$48,562.50

Legal Services \$124,650.00

Relocation \$51,000.00

Demolition \$26,500.00

Administrative \$156,000.00

TOTAL ESTIMATED COSTS \$1,408,112.50

TOTAL ESTIMATED COSTS (ROUNDED) \$1,409,000.00

Preparation Credits	Hours	Signature

Prepared By:

E. J. D. IV

CG#: 2403

1/11/18

Approved By:

Valentino Cruz

CG#: 261283

(DATE) 1/23/18

NOTE: No Market Appreciation is included in this Preliminary Cost Estimate

1/23/18

Department of Transportation State of Georgia

INTERDEPARTMENT CORRESPONDENCE

FILE Brooks County
P.I. # 0013714
OFFICE Planning
DATE August 29, 2017

FROM Cynthia L. VanDyke, State Transportation Planning Administrator

TO Albert Shelby, State Program Delivery Engineer
Attention: Scott Mann

SUBJECT **Reviewed** Traffic Forecasting Projection Diagrams & **Revised** (Traffic Forecasting Methodology & Traffic Assignment Document) for SR 76/SR 333 @ CS 735/BAY STREET & CSX #636942L IN QUITMAN

Per request, we have reviewed the Traffic Forecasting Projection Diagrams and revised (Traffic Forecasting Methodology & Traffic Assignment Document) for the above project. Based on the information furnished, we find the Traffic Forecasting Projection Diagrams and revised (Traffic Forecasting Methodology & Traffic Assignment Document) to be satisfactory, and approve the Traffic Forecasting Projection Diagrams and revised (Traffic Forecasting Methodology & Traffic Assignment Document).

If you have any questions concerning this information please contact Andre Washington at (404) 631-1925.

CLV/AMW

Pond and Company
3500 Parkway Lane, Suite 500
Peachtree Corners, GA 30092

MEMORANDUM TO: Andre Washington
Georgia Department of Transportation, Office of Planning

FROM: Graham Malone
Pond and Company

DATE: August 18, 2017

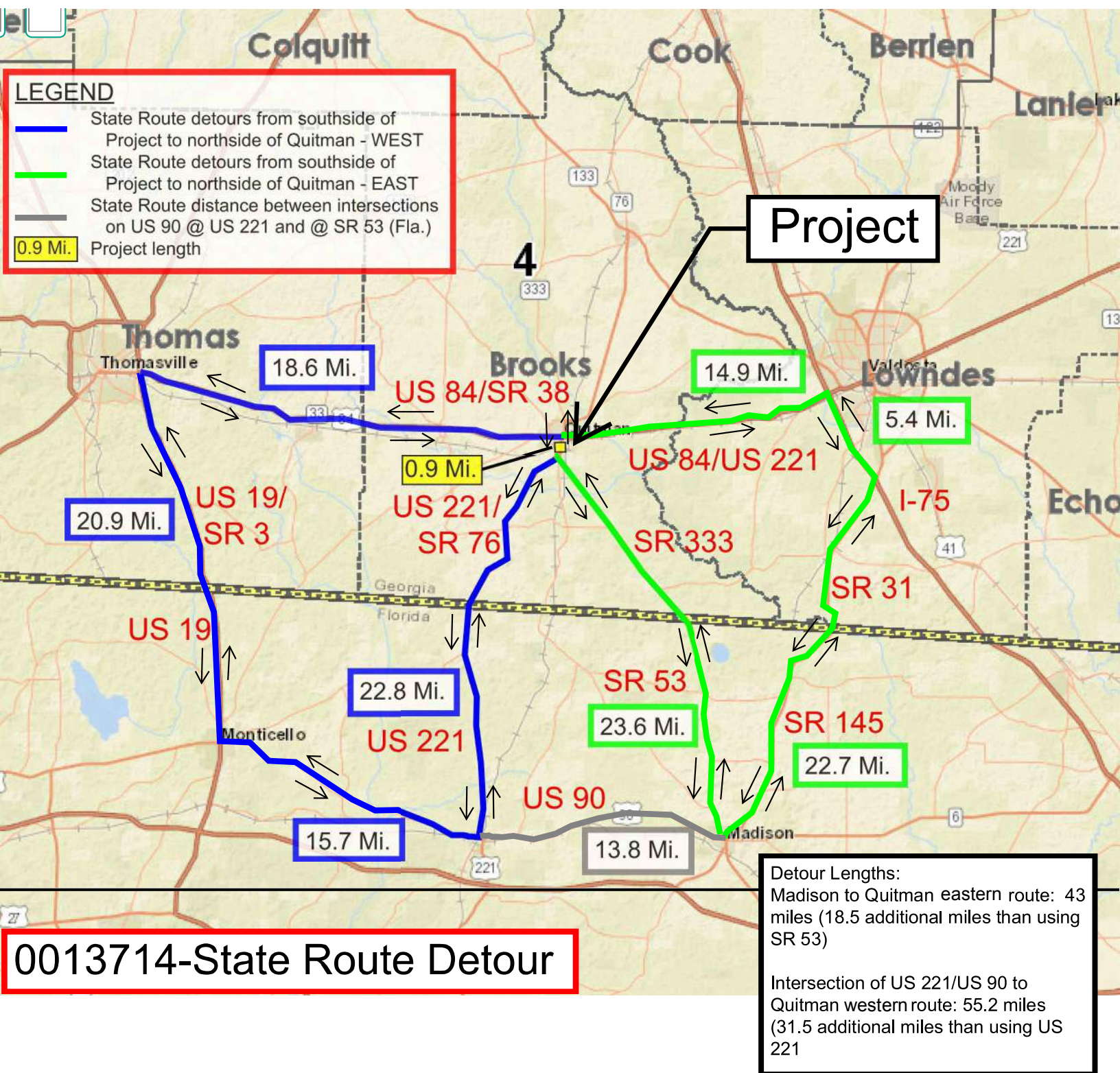
SUBJECT: Revised Traffic Assignments for PI#0013714, Brooks County,
Bridge Replacement

Company is furnishing Traffic Assignments for the above project as follows:

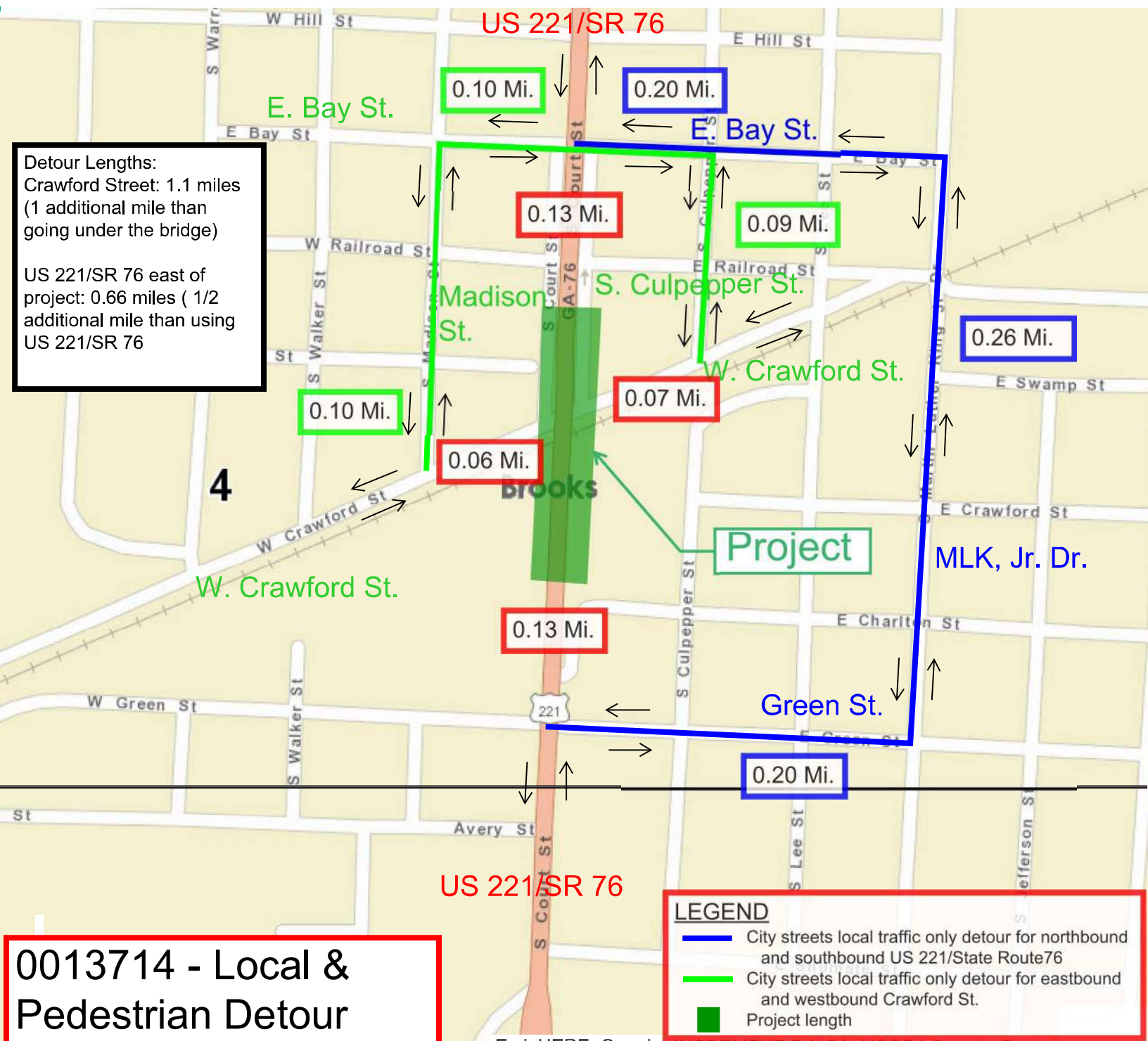
BRIDGE- ID 027-0003-0

	2017 (Existing Year)	2022 (Base Year)	2024 (Base Year +2)	2042 (Design Year)	2044 (Design Year + 2)
AADT	6350	6800	6900	7525	7575
DHV (AM/PM)	465/ 650	500/ 700	500/ 700	550/ 775	555/ 785
K% (AM/PM)	7.0%/ 10.0%				
D% (AM/PM)	72%/ 51%				
24 HR. T% - S.U.	3.0%				
24 HR. T% - COMB.	9.0%				
24 HR. T% - TOTAL	12.0%				
T% - S.U. (AM/PM)	4.5%/ 1.5%				
T% - COMB. (AM/PM)	10.5%/ 5.0%				
T% - TOTAL (AM/PM)	15.0%/ 6.5%				

If you have any questions concerning this information, please contact Graham Malone at 404-748-4835 or by email at maloneg@pondco.com



LOCAL DETOUR ROUTE MAP SHOWN FOR INFORMATION PURPOSE ONLY. THE ROUTE WILL NOT BE SIGNED DURING CONSTRUCTION.



Bridge Inventory Data Listing Georgia Department of Transportation

Processed Date:9/8/2017

Parameters: Bridge Serial Number

Bridge Serial Number: 027-0003-0

County: Brooks

SUFF. RATING: 52.3

Location & Geography

Structure ID: 027-0003-0

200 Bridge Information: 06

*6 Feature Intersected: CS 735 & CSX RAILROAD

*7A Route Number Carried: SR00076

*7B Facility Carried: US 221 - SR 333

9 Location: SOUTH QUITMAN

2 GDOT District: 4841400000 - D4 District Four Tifton

*91 Inspection Frequency: 24 Date: 09/27/2016

92A Fracture Critical Insp. Freq: 0 Date: 02/01/1901

92B Underwater Insp Freq: 0 Date: 02/01/1901

92C Other Spc. Insp Freq: 0 Date: 02/01/1901

* 4 Place Code: 63224

*5A Inventory Route(O/U): 1

5B Route Type: 2 - U.S. Numbered

5C Service Designation: 1- Mainline

5D Route Number: 00221

5E Directional Suffix: 0. Not applicable

*16 Latitude: 30 - 46.7253

*17 Longitude: 83 - 33.6250

98A Border Bridge: 0 98B: GA% 00

99 ID Number: 0000000000000000

*100 STRAHNET: 0- The Feature is not a STRAHNET route.

12 Base Highway Network: Yes

13A LRS Inventory Route: 271007600

13B Sub Inventory Route: 0

101 Parallel Structure: N. No parallel structure exists

*102 Direction of Traffic: 2- Two Way

*264 Road Inventory Mile Post: 10.34

*208 Inspection Area: Area 04

*104 Highway System: 0- Inventory Route is not on the NHS

*26 Functional Classification: 6- Rural - Minor Arterial

*204A Federal Route Type: F - Primary.

*204B Federal Route Number: 01321

105 Federal Lands Highway: 0. Not applicable

*110 Truck Route: 0- The Feature is not part of the National Network for Trucks

217 Benchmark Elevation: 0107.74

* Location ID No: 027-00076D-010.34E

218 Datum:

*19 Bypass Length: 1

*20 Toll: 3- On a Free Road or Non-Highway

*21 Maintenance Responsibility: 01-State Highway Agency.

*22 Owner: 01-State Highway Agency.

*31 Design Load: 4- H 20

37 Historical Significance: 5- Not eligible for the National Register of Historic Places

205 Congressional District: 008

27 Year Constructed: 1938

106 Year Reconsructed: 0

33 Bridge Median: 0-None

34 Skew: 25

35 Structure Flared: No

38 Navigation Control: N- Bridge is not over water

213 Special Steel Design: 0- Not applicable or other

267A Type Paint Super Structure: 2- Non-Lead Oil Alkyd System (System IV). Year : 1998

267B Type Paint Sub Structure: 0- Not Applicable Year : 0000

*42A Type of Service On: 5-Highway-Pedestrian

*42B Type of Service Under: 4-Highway-Railroad

214A Movable Bridge: 0

214B Operator on Duty: 0

203 Type Bridge: D - Concrete pile. O. Concrete M. Steel O. Concrete

259 Pile Encasement: 3

*43A Structure Type Main material: 3-Steel

*43B Structure Type Main Type: 2-Stringer/Multi-Beam or Girder

45 Number of Main Spans: 6

44 Structure Type Approach: A:0- Other B: 0- Other

46 Number of Approach Spans: 0

226 Bridge Curve: A: Vertical: YesB: Horizontal: No

111 Pier Protection: N - Navigation Control item coded 0, or Feature not a waterway

107 Deck Structure Type: 1 - C-I-P Portland Cement Concrete - Epoxy Coated Rebars

108A Wearing Surface Type: 1. Concrete

108B Membrane Type: 0. None

108C Deck Protection: 8. Unknown

3- Other

Signs & Attachments

225 Expansion Joint Type: 02- Open or sealed concrete joint (silicone sealant).

242 Deck Drains: 0- None.

243A Parapet Location: 0- None present.

243B Parapet Height: 0.00

243C Parapet Width: 0.00

238A Curb Height: 0.6

238B Curb Material: 1- Concrete.

239A Handrail Left: 1- Concrete.

239B Handrail Right: 1- Concrete.

*240 Median Barrier Rail: 0- None.

241A Bridge Median Height: 0

241B Bridge Median Width: 0

*230A Guardrail Location Direction Rear: 3- Both sides.

*230B Guardrail Location Direction Fwrd: 3- Both sides.

*230C Guardrail Location Opposing Rear: 0- None.

*230D Guardrail Location Opposing Fwrd: 0- None.

244 Approach Slab: 3- Forward and Rear.

224 Retaining Wall: 1- Cast-in-Place Concrete.

233 Posted Speed Limit: 45

236 Warning Sign: No

234 Delineator: Yes

235 Hazard Boards: Yes

237A Gas: 00- Not Applicable

237B Water: 00- Not Applicable

237C Electric: 14- Top Left and Right.

237D Telephone: 00- Not Applicable

237E Sewer: 00- Not Applicable

247A Lighting: Street: Yes

247B Navigation: No

247C Aerial: No

*248 County Continuity No.: 00

36A Bridge Railings: 2- Inspected feature meets acceptable construction date standards.

36B Transition: 2- Inspected feature meets acceptable construction date standards.

36C Approach Guardrail: 2- Inspected feature meets acceptable construction date standards.

36D Approach Guardrail Ends: 2- Inspected feature meets acceptable construction date standards.

Bridge Inventory Data Listing Georgia Department of Transportation

Processed Date:9/8/2017

Bridge Serial Number: 027-0003-0

County: Brooks

SUFF. RATING: 52.3

Programming Data

201 Project Number: LUPGM 55-B
 202 Plans Available: 4- Plans in Infolmage.
 249 Proposed Project Number: 000000000000000000000000
 250A Reconstruction Approval Status: No
 250B Route Approval Status: No
 250C Approval Status Definition: 0
 250D Approval Status Federal: 0
 251Project Identification Number: 0013714
 252 Contract Date: 02/01/1901
 260 Seismic Number: 00000
 75A Type Work Proposed: 0- Not Applicable
 75B Work Done by: 0- Initial Inventory
 94 Bridge Improvement Cost:(X\$1,000) \$1,558
 95 Roadway Improvement Cost: (X\$1,000) \$156
 96 Total Improvement Cost: (X\$1,000) \$2337
 76 Improvement Length: 0.0'
 97 Year Improvement Cost Based On: 2013
 114 Future AADT: 6825
 115 Future AADT Year: 2031

Measurements:

*29 AADT: 4550
 *30 AADT Year: 2011
 109 % Truck Traffic: 22
 * 28A Lanes On: 4
 *28B Lanes Under: 2
 210A Tracks On: 00
 210B Tracks Under: 2
 * 48 Maximum Span Length: 43
 * 49 Structure Length: 258
 51 Bridge Roadway Width: 40.0'
 52 Deck Width: 52.300000000000004'
 * 47 Total Horizontal Clearance: 40.0'
 50A Curb / Sidewalk Width Left: 5.0
 50B Curb / Sidewalk Width Right: 5.0
 32 Approach Rdwy. Width: 40.0'
***229 Approach Roadway**
Rear Shoulder Left: Width: 0 *Right Width:*0.0 Type: 7 - None.
Fwd Shoulder: Left Width: 0 *Right Width:*0.0 Type: 7 - None.
Rear Pavement: Width: 40.0 *Type:*2- Asphalt.
Forward Pavement: Width: 40.0 *Type:*2- Asphalt.
Intersection Rear: 1 *Forward:*1

Ratings and Posting

65 Inventory Rating Method: 1-Load Factor (LF)
 63 Operating Rating Method: 1-Load Factor (LF)
 66A Inventory Type: 2 - HS loading.
 66B Inventory Rating: 18
 64A Operating Type: 2 - HS loading.
 64B Operating Rating: 46

231Calculated Loads

Posting Required
 231A *H-Modified:* 21 No
 231B *Type3/Tandem:* 24 No
 231C *Timber:* 35 No
 231D *HS-Modified:* 29 No
 231E *Type 3S2:* 38 No
 231F *Piggyback:* 40 No
 261 H Inventory Rating: 20
 262 H Operating Rating: 33
 67 Structural Evaluation: 4
 58 Deck Condition: 5 - Fair Condition
 59 Superstructure Condition: 7 - Good Condition
 * 227 Collision Damage:
 60A Substructure Condition: 7 - Good Condition
 60B Scour Condition: N - Not Applicable
 60C Underwater Condition: N - Not Applicable
 71 Waterway Adequacy: Not Applicable.
 61 Channel Protection Cond.: Not Applicable.
 68 Deck Geometry: 2
 69 UnderClr. Horz/Vert: 5
 72 Approach Alignment: 6-Minor reduction of vehicle operating speed required.
 62 Culvert: N - Not Applicable
 70 Bridge Posting Required: 5. Equal to or above legal loads
 41 Struct Open, Posted, CL: A. Open, no restriction
 * 103 Temporary Structure: No
232 Posted Loads
 232A *H-Modified:* 00
 232B *Type3/Tandem:* 00
 232C *Timber:* 00
 232D *HS-Modified:* 00
 232E *Type 3s2:* 00
 232F *Piggyback:* 00
 253 Notification Date: 02/01/1901
 258 Federal Notify Date: 02/01/1901

Hydraulic Data

113 Scour Critical: N. Bridge not over waterway.
 216A Water Depth: 00.0
 216B Bridge Height: 00.0
 222 Slope Protection: 0
 221A Spur Dike Rear:
 221B Spur Dike Fwd:
 219 Fender System: 0- None.
 220 Dolphin:
 223A Culvert Cover: 000
 223B Culvert Type: 0- Not Applicable
 223C Number of Barrels: 0
 223D Barrel Width: 0.0
 223E Barrel Height: 0.0
 223F Culvert Length: 0.0
 223G Culvert Apron: 0
 39 Navigation Vertical Clearance: 0'
 40 Navigation Horizontal Clearance: 0
 116 Navigation Vertical Clear Closed: 0

53 Minimum Vertical Clearance Over Rd:

54A Under Reference Feature: R- Railroad beneath structure.
 54B Minimum Clearance Under: 22' 2"

*228 Minimum Vertical Clearance

228A *Actual Odometer Direction:* 99'99"
 228B *Actual Opposing Direction:* 99'99"
 228C *Posted Odometer Direction:* 00'00"
 228D *Posted Opposing Direction:* 00'00"
 55A Lateral Underclearance Reference: R- Railroad beneath structure.
 55B Lateral Underclearance on Right: 11.1
 56 Lateral Underclearance on Left: 0.0
 10A Direction of Travel for Max Min: 0
 10B Max Min Vertical Clearance: 99'99"
 245A Deck Thickness Main: 8.0
 245B Deck Thickness Approach: 0.0
 246 Overlay Thickness: 0

Initial Concept Team Meeting
Bridge Replacement – SR 76 at CS 735/Bay St. & CSX
Brooks County, PI 0013714
CES No. 4690.10

Meeting Date: October 3, 2017 - 1:15 P.M. to 3:00 P.M.
Meeting Location: GDOT District 4 Office, Tifton, Georgia
GDOT General Office via Video Conference

Attendees:

<u>COMPANY</u>	<u>NAME</u>	<u>EMAIL</u>	<u>PHONE</u>
GDOT/SEI	Scott Mann	smann@gdot.ga.gov	770-702-7033
ECG City of Quitman	Gary Ballard	gballard@ecoga.org	229-977-0597
City of Quitman	Michael Felts	mfeltsquitman@gmail.com	229-263-4166
GDOT/Engr. Services	Jason Wiggins	jwiggins@gdot.ga.gov	229-391-5453
GDOT/Dist. Planning	Dennis Carter	decarter@gdot.ga.gov	229-391-5504
GDOT/Utilities	Theo Parker	thparker@gdot.ga.gov	229-391-5514
AMECFW/GDOT Util.	Bill Cooper	bicooper@gdot.ga.gov	229-391-5522
GDOT/Utilities	Tim Warren	twarren@gdot.ga.gov	229-386-3288
GDOT/Traf. Ops	Riley Gerrald	rgerrald@gdot.ga.gov	229-391-5210
GDOT/Traf. Ops	Christopher Broyles	cbroyles@gdot.ga.gov	229-391-5492
GDOT/Construction	Randy Rathburn	rrathburn@gdot.ga.gov	229-391-5466
GDOT/Bridge	Carol Kalafut	ckalafut@gdot.ga.gov	404-631-1882
GDOT/OES - NEPA	Elliott Robertson	erobertson@gdot.ga.gov	404-631-1190
GDOT/Bridge	Steve Gaston	sgaston@gdot.ga.gov	404-631-1881
GDOT/Planning	Claudia Thompson	cthompson@gdot.ga.gov	404-631-1742
Edwards-Pitman	Jennie Agerton	jagerton@edwards-pitman.com	678-662-0952
Edwards-Pitman	Martha Teall	mteall@edwards-pitman.com	770-333-9484
Heath & Lineback	Masood Shabazaz	mshabazaz@heath-lineback.com	770-424-1668
Columbia Engineering	David Woodson	dwoodson@Columbia-Engineering.com	770-925-0357
Columbia Engineering	Helen Hawkins	hhawkins@Columbia-Engineering.com	770-925-0357
Columbia Engineering	Maureen Nerenbaum	mnerenbaum@Columbia-Engineering.com	770-925-0357
Columbia Engineering	Morgan Purchell	mpurchell@Columbia-Engineering.com	770-925-0357

Layouts:

- Alternate 1 – 45 mph Design Speed (vertically), walls north of the bridge
- Alternate 2 – 35 mph Design Speed (vertically), walls north of the bridge
- Alternate 3 – 35 mph Design Speed (vertically), walls north and south of the bridge

Mr. Mann and Ms. Hawkins welcomed everyone to the Initial Concept Team Meeting and invited everyone to sign-in. Everyone introduced themselves.

Ms. Hawkins described each alternate as she referred to the displays hanging on the wall. All three alternates showed locating the new bridge at approximately the same location as the existing bridge. Alternate 1 showed impacts utilizing a 45-mph vertical design speed, constructing new walls north of the bridge, and burying the existing walls. Alternate 2 showed impacts utilizing a 35-mph vertical design speed, constructing new walls north of the bridge, and burying the existing walls. Alternate 3 was similar to alternate 2, however it included constructing walls south of the bridge.

Once the alternates were described, the following discussions occurred:

- The local and truck route detours were handed out. The detour letters should be sent out the week of October 9th. If this project uses an off-site detour, a Detour Meeting is required, however, it can be held at the same time as the PIOH. It was mentioned that the pedestrians may require a detour during construction if the sidewalk cannot be maintained on the existing bridge during stage 1 construction and if the sidewalk cannot be utilized on the proposed bridge during stage 2 construction. The local roads in the vicinity do not have sidewalk, however, so shifting pedestrians to local roads without sidewalks may cause a liability issue for the Department.
- Theo Parker handed out the Concept Utility Report. The utilities within the project include: Bellsouth; City of Quitman Water, Sewer, Gas, and Electric; CNS; Windstream; Comcast; & CSX. All potential relocations were considered non-reimbursable. The City personnel mentioned that Quitman may not have the funds to accommodate all the utility relocations, therefore, GDOT personnel stated that this will be discussed further. Additionally, GDOT personnel stated that the pump station between East Railroad Street and East Bay Street needs to be avoided.
- Information on the existing walls north of the bridge was not available, however, this project intends to build new walls beyond the existing walls and bury them.
- The environmental team wants to schedule an advisory meeting with SHPO to discuss impacts to the historic district prior to submitting their Assessment of Effects (AOE). The project will require Section 4(f) for impacts and right of way takes within the historic district. The historian stated that if a historic property's access is modified with not much of an impediment, it may be a minimal adverse effect. Taking any houses in the historic district would be an adverse effect and inadvisable. It would likely elevate the level of document to an Environmental Assessment (EA). Adding and/or changing wall locations would be considered an impact to historic resources. Section 4(f) requires a robust alternatives analysis to show there is no reasonable and prudent alternatives to impacting Section 4(f) resources. It was requested that the costs and delays associated with getting a full Section 4(f) on the houses on the south side due to using the area as a staging area be investigated.
- This roadway is signed as a hurricane evacuation route. Columbia Engineering will contact Brian Haines with GDOT Maintenance for guidance on potentially closing the road during construction and utilizing an off-site detour or reducing the staging lanes to one signalized lane or two reduced width lanes during construction. With the approach grades at 6%, several people mentioned that using one lane of traffic, controlled by signals, on the bridge during construction would not be advisable as the trucks would have difficulty traversing the steeper slopes from a stop position.
- It was mentioned that Innovative Delivery may have guidance for signing detours in another state, as they had just completed a project with detour traffic into Tennessee. The truck route detour will require detouring into Florida and was long.
- The constructability of the new bridge was discussed. If the bridge is constructed under traffic, it would take approximately 36 months to build. Accelerated bridge construction (ABC) was discussed as a potential consideration. It could reduce construction time significantly (approximately 12 months for full project construction, and approximately 6 months for a road closure to build the new bridge). Staging the construction of the bridge was discussed and where the crane needs to be located to set the beams. It will be necessary to have a crane on both sides of the tracks and maybe in all four quadrants since the crane capacity must be 150% of the pick, and the reach may be excessive to accomplish work from only one side of the tracks. The Environmentalist stated that the crane staging pad should not be located within the wetlands south of the tracks. Detouring Crawford Street near the bridge is feasible and will allow the cranes to be placed on either side of the existing bridge, if need be. Temporary impacts to the wetlands and stream may be required. Construction staging is not generally allowed within wetland boundaries. Temporary platforms for construction might be permitted by the Corps of Engineers if it can be shown there is no reasonable alternative. Mitigation and a wetland restoration plan, including a replanting plan, would be required. It was

mentioned that the team needs to determine if a crane can be located in the southwest quadrant if walls are built south of the bridge. The potential to build the new bridge adjacent to the existing, and then move it in to place or use of precast elements were discussed. Further investigation is needed about the constructability of the bridge. Additionally, it was requested that the team investigate further if 10' lanes can be used in staged construction of the bridge with the 15% truck traffic.

- Extensive coordination with CSX will be required during the construction of this project. GDOT's railroad coordinator has not received a response back from CSX regarding adding a third track at this location. The current bridge alternates have proposed columns within the existing CSX right of way, however, CSX may potentially require the proposed bridge span their complete right of way. This would be approximately 150 feet and would require the roadway profile to be raised to meet vertical clear zone over the railroad tracks. It was mentioned that CSX has 2 to 3 trains a day using these tracks.
- Access to the parcels southeast of the bridge is a concern. A wall in that quadrant minimizes impacts to the structures, and access to these parcels will be via a shared driveway from Charlton Street. This may be controversial from the homeowners' perspective and would be an impact to historic resources that would be included in the 4(f) evaluation.
- Per the driveway manual and projected AADT, left turn lanes at Bay Street and Green Street are not required, therefore Columbia Engineering will revise the alignments.
- This project will have SUE in an upcoming task order.
- Bridge lighting is included with this project. A local government lighting agreement will be required.

The consensus was to use the 35-mph design alternate, however, further investigations are necessary regarding constructability and staging if walls are proposed south of the bridge.

Action Items:

- Submit Historic Resource Report soon; ask for a technical advisory meeting with SHPO.
- Submit Draft Concept Report as soon as possible so a Concept Team meeting can be scheduled in 4 to 5 weeks.
- Pedestrian traffic counts are needed to determine the maintenance of pedestrian traffic during the construction.

The meeting was adjourned at 3:00 P.M.

Concept Team Meeting
Bridge Replacement – SR 76/SR 333 @CS 735/Bay St. & CSX #636942L
Brooks County, PI 0013714
CES No. 4690.10

Meeting Date: November 29, 2017 - 11:00 A.M. to 12:05 P.M.

Meeting Location: GDOT District 4 Office, Tifton, Georgia
GDOT General Office via Video Conference

Attendees:

<u>COMPANY</u>	<u>NAME</u>	<u>EMAIL</u>	<u>PHONE</u>
GDOT/SEI	Scott Mann	smann@dot.ga.gov	770-702-7033
GDOT	Neil Tyson	ntyson@dot.ga.gov	229-897-7130
GDOT	Scott Purvis	spurvis@dot.ga.gov	229-386-3435
GDOT	Keith McCranie	kmccranie@dot.ga.gov	229-391-5476
GDOT	Steve North	snorth@dot.ga.gov	229-391-5477
GDOT	Jason Wiggins	jwiggins@dot.ga.gov	229-391-5453
GDOT Utilities	Shane Pridgen	spridgen@dot.ga.gov	229-391-5471
GDOT Utilities	Theo Parker	thparker@dot.ga.gov	229-391-5514
GDOT Planning	Dennis Carter	decarter@dot.ga.gov	229-391-5504
GDOT Planning	Claudia Thompson	cthompson@dot.ga.gov	404-631-1742
GDOT OES	David Borchardt	dborchardt@dot.ga.gov	404-631-1184
GDOT Bridge	Carol Kalafut	ckalafut@dot.ga.gov	404-631-1882
GDOT Utilities RR	Jill Franks	jfranks@dot.ga.gov	404-631-1370
GDOT Utilities	Marcela Coll	mcoll@dot.ga.gov	404-631-1372
GDOT Bridge	Steve Gaston	sgaston@dot.ga.gov	404-631-1881
Windstream	Roger McDaniel	roger.mcdaniel@windstream.com	229-890-4320
CDM Smith	Brent Thomas	BreThomas@dot.ga.gov	229-392-0281
City of Quitman	Michael Felts	mfeltsquitman@gmail.com	229-263-4166
EPEI	Josh Earhart	jeahart@edwards-pitman.com	770-333-9484
EPEI	Martha Teall	mteall@edwards-pitman.com	770-333-9484
EPEI	Jennie Agerton	jagerton@edwards-pitman.com	678-662-0952
Heath & Lineback	Masood Shabazaz	mshabazaz@heath-lineback.com	770-424-1668
Heath & Lineback	Rudolph Frampton	rframpton@heath-lineback.com	770-424-1668
Columbia Engineering	Paul Cook	PCook@Columbia-Engineering.com	770-925-0357
Columbia Engineering	David Woodson	dwoodson@Columbia-Engineering.com	770-925-0357
Columbia Engineering	Helen Hawkins	hhawkins@Columbia-Engineering.com	770-925-0357
Columbia Engineering	Maureen Nerenbaum	mnerenbaum@Columbia-Engineering.com	770-925-0357
Columbia Engineering	Morgan Purchell	mpurchell@Columbia-Engineering.com	770-925-0357

Layouts:

- Preferred Alternate – Close the existing bridge on SR76/SR 333 and replace it with a new bridge in the same location, while detouring traffic with a designated off-site detour. Roadway will be a 35-mph design and have 4 walls on the bridge approaches (NE, NW, SE, and SW quadrants).
- Alternate 2 – Replace the existing bridge on SR 76/SR 333 in the same location and with staged construction. Roadway will be a 35-mph design and have 4 walls on bridge approaches (NE, NW, SE, and SW quadrants).
- Alternate 3 – Replace the existing bridge on SR 76/SR 333 in the same location and with staged construction. Roadway will be a 35-mph design and have 2 walls on northern bridge approach (NE and NW quadrants).

- Alternate 4 – Replace the existing bridge on SR 76/SR 333 in the same location and with staged construction. Roadway will be a 45-mph design and have 2 walls on northern bridge approach (NE and NW quadrants).

Mr. Mann and Ms. Hawkins welcomed everyone to the Concept Team Meeting and invited everyone to sign-in. Everyone introduced themselves.

Ms. Hawkins read the draft concept report and used the displays to show the alternates. Alternate 1 showed locating the new bridge on the existing location with 4 walls (one in each quadrant) and a 35-mph design speed. This alternate required the roadway to be closed and traffic to be detoured to a signed detour route. The construction included a 6-month roadway closure using Accelerated Bridge Construction (ABC) and a 12-month total construction timeframe. Alternate 2 showed locating the new bridge on the existing location with 4 walls (one in each quadrant) with a 35-mph design speed, but used staged construction. The construction time was estimated to be 3 years long and will result in detouring a hurricane evacuation route for 3 seasons. Alternate 3 showed locating the new bridge on the existing location with 2 walls (in NE and NW quadrant only) with a 35-mph design speed, but used staged construction. The construction time was estimated to be 3 years long and will result in detouring a hurricane evacuation route for 3 seasons. This alternate impacted environmental resources and a historic district. Alternate 4 showed locating the new bridge on the existing location with 2 walls (in NE and NW quadrant only) with a 45-mph design speed, but used staged construction. The construction time was estimated to be 3 years long and will result in detouring a hurricane evacuation route for 3 seasons. This alternated adversely impacted environmental resources and adversely impacted the historic properties in the historic district.

The following items mentioned at this meeting will require revisions to the draft concept report prior to submission for review/approval:

- Revise the Description of Proposed alternate to show a 9-month road closure, which will allow for full compaction behind the walls, instead of a 6-month road closure. Construction will still be ABC.
- Check yes for Transportation Management Plan [TMP] Required. Also check project classified as Non-significant and check TMP Components as anticipated.
- Since a small airport is within 2 miles, FAA coordination is needed for heights of the light poles on the bridge that may be in a flight path.
- Change the date of the Kickoff Meeting for TO#1 from November 4, 2017 to November 4, 2016.
- On the responsibility chart, the project activity of providing detours should be Contractor and GDOT, since GDOT is showing the detour route that the Contractor will sign and use.
- In other coordination to date, update the railroad coordination that has been received.
- On the project cost estimate and funding responsibilities chart, update the construction costs, and the date of the estimate. Once the ROW estimates are received, all cost estimates will be revised.
- Under the preferred alternative, change the estimated CST time from 12 months to 18; change the time that the road will be closed from 6 months to 9 months; remove #57 stone comment and keep the old walls in place, which will be buried.
- For all alternatives, include that a gravity wall is needed on southwest corner of W. Green Street to avoid impacts to the church.
- In Additional Comments/ information section, change the word angel to angle. Update the preferred alternate to state that the construction may impact a second hurricane season, depending on the NTP for the contractor.
- Include hurricane evacuation route in report.
- Include pedestrian detour required for the preferred alternate.

- Include that the District personnel are concerned about the local detour roadway conditions.
- The driveways northwest of W. Railroad Street up to W. Bay Street will be re-evaluated in regards to the shared driveway. The property at the intersection of South Court Street (frontage road) and W. Railroad St. will have its driveway parallel the mainline. The property at the intersection of W. Bay Street and South Court St. (frontage road) may have their driveway parallel to the mainline or may have a driveway off of W. Bay Street.

Other discussions:

- Crawford Street will need to be closed for all alternatives and a detour provided. Also include a detour for pedestrians on Crawford Street and on the bridge. Columbia Engineering to request guidance from GDOT Policy Design for pedestrian detours.
- The 100-foot horizontal clearance for CSX RR is centered on the existing tracks. The existing vertical clearance is approximately 21' and CSX requires 23'; therefore the road is being raised.
- Access to all parcels will be maintained during construction.
- It was mentioned that the bridge is a contributing factor to the historic district.
- There is existing lighting underneath the bridge that will need to be replaced.
- Coordination with Florida DOT will be required because they may have different signage and specifications for detours.
- GDOT Railroad Liaison will send an estimate for coordination and construction costs with CSX Railroad.
- A permanent easement will be required from CSX; therefore, add a parcel number for CSX property.
- GDOT Bridge Design prefers removing the old walls, but further investigation is necessary because it could affect construction time.
- The #57 stone may not be allowed as backfill behind the walls; therefore, the construction time for the walls would increase due to the extra time required to compact the material behind the walls.
- The City Manager expressed concern about trucks and the additional volume of traffic using local roads. Most of the roads are narrow and may deteriorate with these added vehicles. Additionally, the intersection configurations won't allow for trucking turning movements.
- Comcast has existing overhead facilities near Green Street that will need to be relocated to the relocated power poles.
- This project construction cannot impact the pump station northeast of the bridge.
- GDOT prefers acquiring right of way in lieu of permanent easements.
- Additional survey is needed to tie in all the side roads.
- A detour meeting is anticipated in January/February 2018.

Scott asked if there were any objections that the Concept Report will be submitted with the Preferred Alternative closing the road and using the long off-site detour, which is partially in Florida. At this time, no one objected.

The meeting was adjourned at 12:05 P.M.

Consultant Kick-off Meeting
Bridge Replacements
Brooks and Seminole Counties, PI's: 0013714; 0013801; 0013802; 0013828
CES No. 4690.10; 4690.20; 4690.30; 4690.40

Meeting Date: November 4, 2016 - 10:00 A.M. to 11:30 A.M.

Meeting Location: Columbia Engineering Office, Duluth, Georgia

Attendees:

<u>COMPANY</u>	<u>NAME</u>	<u>EMAIL</u>	<u>PHONE</u>
GDOT/SEI	Scott Mann	smann@dot.ga.gov	770-702-7033
United Consulting	Jay Ashtiani	jashtiani@unitedconsulting.com	770-582-2855
United Consulting	Santanu Sinharoy	santanu@unitedconsulting.com	678-898-6420
Pond	Graham Malone	maloneg@pondco.com	404-748-4835
Heath & Lineback	Masood Shabazaz	mshabazaz@heath-lineback.com	770-424-1668
Edwards-Pitman	Paul Alimia	palimia@edwards-pitman.com	770-333-9484
Edwards-Pitman	Jill Brown	jbrown@edwards-pitman.com	770-333-9484
Columbia Engineering	Paul Cook	pcook@Columbia-Engineering.com	770-925-0357
Columbia Engineering	Helen Hawkins	hhawkins@Columbia-Engineering.com	770-925-0357
Columbia Engineering	Maureen Nerenbaum	mnerenbaum@Columbia-Engineering.com	770-925-0357
Columbia Engineering	Daniel Conroy	dconroy@Columbia-Engineering.com	770-925-0357
Columbia Engineering	April Fraase	afraase@Columbia-Engineering.com	770-925-0357

Mr. Mann and Ms. Hawkins welcomed everyone to the Kick-off Meeting and invited everyone to sign-in. Everyone introduced themselves.

Mr. Mann went over the consultant Monthly Invoice Form, Invoice Verification Worksheet, Monthly DBE report, and the Monthly Progress Report/Project History. Mr. Mann mentioned that the Progress Report is the most important part of invoicing and this should be a living document so if there is a change of project managers it will be easy for them to know what has transpired in the past. He mentioned that on the Invoice Form, he does not want to see hourly rates or any breakdown by hours, just percentage complete of the task and/or phase. Ms. Hawkins will send out a blank invoice spreadsheet for each of the subconsultants to fill in percentage complete for current monthly tasks and then she can compile them all into the prime's monthly invoice. Ms. Hawkins handed out Columbia's 2016 monthly subconsultant billing schedule for dates when Columbia Engineering (CES) must receive subconsultants' invoices for inclusion into prime's monthly invoice. Ms. Hawkins will send out the 2017 billing schedule once she receives it from the CES accounting department.

Next, the schedules were discussed. Currently CES has received NTP for 3 of the 4 contracts. Mr. Mann expressed the desire to accelerate the schedules if possible. Each subconsultant was asked to look at the current schedules to see if the dates shown for each task can be met and to let Ms. Hawkins know by November 10, 2016 if they need to revise the schedules so she can submit on November 11, 2016. It was noted that the survey letters were sent out for Contract 1 on October 25, 2016, however the letters only included survey and environmental. The Team discussed that this letter can be modified for Contract's 2 & 4, but should be modified to include Geotech because UST investigations and existing pavement analysis will be performed in the next task order.

Mr. Mann pointed out that the Milestone submittal dates shown on the approved schedule is the DATE the he must submit to other GDOT offices. Major submittals must be made to Mr. Mann no less than 30

days prior, to allow time for review and processing. Mr. Mann once again stressed the importance of trying to beat the schedule shown on P6 schedule since the dates are the worst-case scenarios.

Ms. Hawkins noted that QC/QA certification letters are required from the subconsultants for all major submittals.

Contract 1's schedule for data collection was discussed further because it was noted that the safety project Letting in December will be closing three current railroad crossings near this bridge and may affect the traffic counts for this project corridor. Ms. Hawkins was going to check to see if existing traffic was available for this safety project. The current schedule shows traffic data volumes due by February 22, 2017, however the traffic forecasting will need to be updated after this date to account for the redistribution of the traffic from the three closed railroad crossings.

More discussions occurred regarding Contract 1 in Quitman because of potential staging issues. The road cannot be closed because it would require an 85-mile state route detour. Additionally, the bridge needs raised approximately 4' because of substandard clearances over the railroad and the substandard approaches need reconstructed. This, in turn, will impact the first intersection to the north of the bridge, which will also need to be raised. Several houses may need to be taken to avoid a potential historical resource. It was mentioned that CES needs to ensure that Medical, Police and Fire will have access over railroad during staged construction, especially with the closing of three at-grade crossings in the vicinity. Ms. Hawkins presented the layout of the existing bridge and pointed out the potential historical property and the substandard sight distances on the approaches. The current bridge configuration has four lanes with no median, and the new bridge will have four lanes with a median.

The CES team will need to confirm with GDOT the number of alternatives required to present at the Concept Meeting. A Bridge Type Study showing alternatives will be completed first and then CES can develop costs associated with each alternative. Right of Way costs will come from GDOT, with CES supplying the required areas. GDOT is also acquiring the right of way for these projects.

Next, the Statement of Qualifications were mentioned. These projects currently have Federal funding, therefore they will all require NEPA documents. Mr. Mann pointed out that as these projects progress, some may change to be completely state funded. Additionally, he mentioned that the funding change won't be known in advance, therefore the projects should proceed with the NEPA process.

It was verified that these projects will be using the LRFD design for the BFI/WFI and bridge design.

Mr. Mann has not heard from any of the SMEs for these projects; therefore, no trackable items have been noted at this time. Ms. Hawkins pointed out that trackable items identified will factor into the Risk of the project and need to be tracked during the projects life. Mr. Mann commented that this will be done during the concept phase. In addition, Mr. Mann stated that an Initial Concept Team Meeting (ICTM) should be added to Contract 1 only, due to the complicated design and staging concerns. It was also mentioned that adding an ICTM would impact the overall project schedule, therefore the schedule will require revisions.

Monthly project meetings are to be held the first Wednesday of every month. Participants can call in for these meetings and only disciplines actually working need to participate any particular month. However, minutes of these meetings will be distributed to the entire team.

Mr. Mann discussed the scope template handouts for the next round of task orders. There was one for the Quitman project with railroad and one for the other three projects. GDOT is trying to streamline the procurement process, and the templates distributed today have already been reviewed and approved by the SMEs. Mr. Mann mentioned that the negotiations will proceed faster if no modifications are necessary. Mr. Mann requested that everyone review these contracts and give him feedback if anything needs to be modified. Also, if additional tasks need to be added, Mr. Mann mentioned that this may increase the time for the task orders to proceed through procurement.

Mr. Mann stated these projects will hold stakeholder meetings. Due to the complexity of Quitman, he anticipates that more than one stakeholder meeting may be necessary. He also stated that the two other projects in Brooks County may be a combined meeting due to their close proximity.

The meeting was then opened up to questions.

It was pointed out that the Soil Surveys are not shown on the schedules. However, since these counties are not in critical soil areas of the state, these reports can be scheduled after the PFPR is held.

Mr. Cook pulled up the Quitman project aerial in Google so that the team can see the complexity of the project. It was pointed out that there are two existing tall concrete walls adjacent to the existing bridge abutments. Also shown was the sidewalks and lights on both sides of the bridge. Mr. Shabaz recommended that one of the sidewalks be closed during the staging of the new bridge. The intersection to the north of the bridge was also reviewed as it will require adjustments from the substandard bridge approach redesign.

Action Items:

- Mr. Mann will send signed survey letters to CES for remaining projects and add geotech services. CES will forward to all subs included in the tasks.
- Mr. Mann will send electronic cover letter to CES for invoices. CES will sign and send back to GDOT with invoices and paperwork. Mr. Banks will process all invoices through CMIS once he has a signed cover letter.
- CES team members are to review the schedules and send comments and/or time reducing tasks to Ms. Hawkins by November 10, 2016. Ms. Hawkins is to send schedule comments and time reducing tasks to Mr. Mann by COB November 11, 2016.
- Mr. Mann will work on adjusting the NTPs for the project delays due to procurement.
- Mr. Mann will add ICTM to Quitman's (0013714) schedule, which will revise the overall schedule.
- Ms. Hawkins will contact GDOT personnel to obtain traffic counts from the existing conditions where the 3 railroad closures will occur in Quitman.
- All CES team members should send CES an email if they will not be participating in the monthly status meeting call.
- CES will submit assumptions for next round of task orders once Mr. Mann sends CES the revised assumptions/scope.
- GDOT needs to send CES NTP for Task Order #3 (0013802-Brice Pond).

The meeting was adjourned at 11:30 am.

Monthly Status and Concept Kick-off Meeting Minutes

June 29, 2017, 3:00 P.M. – 3:50 P.M.

PI 0013801, 0013828, 0013802, 0013714 – Brooks and Seminole Counties

Call Number: 770-702-7055, 7033#

I. Attendees

- a. Scott Mann – GDOT (call in)
- b. Graham Malone – Pond (call in)
- c. Rudolph Frampton, Masood Shabazaz – H & L (call in)
- d. Jennie Agerton – EPEI (call in)
- e. Santanu Sinharoy – United (call in)
- f. Helen Hawkins, Maureen Nerenbaum, Morgan Purchell, David Woodson – Columbia Engineering

II. Schedule Status

- a. The schedule will be revised with latest dates. The NTP dates are shifting as follows:
 - 0013714 – roughly 3/7/17 (5 months from original NTP)
 - 0013801 – roughly 4/7/17 (6 months from original NTP)
 - 0013802 – roughly 3/7/17 (5 months from original NTP)
 - 0013828 – roughly 4/7/17 (6 months from original NTP)Once these are put into the system (P6), the exact date will be determined.
- b. Team is waiting on next task order to include SUE, ESA Phase I and existing pavement evaluation for PI 0013714, Quitman.
- c. Next milestones: These dates have to be met
 - Concept Team Meetings
 1. 0013714 – to be held around 10/20/17
 2. 0013801 – to be held around 8/23/17 (held w/0013802)
 3. 0013802 – to be held around 8/23/17
 4. 0013828 – to be held around 9/23/17

III. Project Status

- a. Survey status
 - TO#1, resubmitted revised database on 6/12/17 to GDOT based upon comments received.
 1. CES may be obtaining extra survey lengths and widths due to conceptual designs exceeding survey limits. Scheduled to resubmit 8/4/17, if needed.
 2. Waiting on revised database approval from GDOT (submitted 6/12/17). If survey needs to be extended then just include the additional area and note it on the next submittal. Do not make a separate submittal just for the additional area.
 - TO#2, submitted database to GDOT on 5/10/17.
 1. Resubmitted survey database on 6/27/17 addressing GDOT comments and showing extra lengths/widths. Waiting on comments/approval from GDOT.

- TO#3, submitted database to GDOT on 5/10/17.
 - 1. Received comments from GDOT review on 6/14/17.
 - 2. Obtaining extra survey lengths and widths due to conceptual designs exceeding survey limits. Scheduled to resubmit 7/28/17.
 - TO#4, submitted database to GDOT on 5/10/17.
 - 1. Received comments from GDOT review on 6/14/17.
 - 2. Obtaining extra survey lengths and widths due to conceptual designs exceeding survey limits. Scheduled to resubmit 7/7/17.
 - Next step: resubmit survey database and package to GDOT for approval on TO#3 and 4.
- b. Traffic status
- TO# 2, 3, and 4: all traffic documents are approved.
 - 1. No more tasks are required.
 - TO# 1: growth rate and no-build flow diagrams were approved on 5/5/17.
 - Next step: prepare project design year traffic volumes after additional conceptual design information is provided (adjacent road closures or converted to one-way) and submit to GDOT for review/approval on TO#1.
- c. Bridge Status
- The Bridge Type Study does not need to be completed for Concept Report to be approved. However, once it is completed and it changes from what was shown in the Concept Report, a Revised Concept Report will be completed.
- d. Roadway Status
- Conceptual layout designs were sent to subs for 0013801, 0013802, and 0013828 (TO#2, 3, and 4). 0013714 (TO#1) will be sent out once the alternates are designed. Per discussions during this meeting, a revised 0013802 will be sent out to sub-consultants with a shifted proposed alignment – original design had 15' clearance between existing bridge and proposed bridge, however, a 40' clear distance is needed for bridge construction equipment.
 - These are Limited Scope Concept reports and not everything must be completed prior to submission. All projects must meet the revised milestone dates.

IV. Other Discussions

- a. None of these bridge replacement projects can use offsite detours because the detour lengths are too long.
- b. The current concept alternatives for three of the four bridge replacements show parallel alignments with approximately 15' clearance from the existing bridge to the new bridge.
- c. After discussing how the two bridges for project 0013802 (Brice and Okapilco) would be constructed, it was decided that a temporary road would

be needed during construction. Therefore, this concept alignment alternates will be revised to allow approximately 40' clearance between the new and existing bridges.

- d. The bridge over Okapilco is currently 800' long and has scuppers. However, scuppers typically should not be used over waters that serve as habitat for protected species (federal and state) or within stream buffers. But, discharge into the floodplain is acceptable as long as the scuppers are outside of the stream buffer (which serves as stormwater treatment) and the floodplain does not serve as habitat for protected species (such as wetlands that serve as foraging habitat for eastern indigo snake). Once protected species in the area have been verified, EPEI will forward that information. H&L mention that if the new bridge were to require a closed drainage system, it would be costly and could add more than \$200,000 to the project's construction cost. Scott said the preliminary construction budget for these two bridges was approximately \$10,000,000.
- e. The bridge replacement in Quitman is the most difficult to design. An offsite detour is not feasible, nor is a parallel bridge. The new bridge will need to be replaced utilizing an alignment close to the existing alignment, however the walls will control how far off the new bridge needs staged from the existing bridge. This will also require the existing bridge to be cut; therefore, Columbia will need input from H&L as to where it can be cut. The new bridge is considerably wider than the existing bridge; therefore one of the adjacent side roads may need to be closed. Columbia is finalizing the concept alternates and will select the alternate that minimizes impacts to historical properties and utilities.
- f. Any innovative ideas regarding construction or design that we have for any of these replacement bridges can be submitted to Scott, and he will forward to the subject matter experts.

V. Action Items

- a. Columbia to revise the concept alternatives for 0013802 and re-send to subs.
- b. Columbia to finalize alternates and potential road closing for 0013714 and send to subs.
- c. Columbia to send profiles of all projects to H&L.
- d. H&L will get the old bridge plans for 0013714 in Quitman.
- e. Scott is going to check to see if we can any of the projects can utilize a signalized 1-lane of traffic on any of the existing bridges during construction.

The next meeting will be Thursday, August 3, 2017 at 3 pm.

Maureen Nerenbaum

From: Borchardt, David J <DBorchardt@dot.ga.gov>
Sent: Wednesday, May 30, 2018 3:34 PM
To: Mann, Scott; Warren, Tim; Swindell, Ritchie; Carter, Dennis; Birmingham, Juanita Y; Jennie Agerton
Cc: Pirkle, Meg; Nesbitt, Kimberly; Patel, Hiral; Shelby, Albert; Duff, Eric; Phillips, Amber; Pomfret, Jim; Dollar, Robert (Bobby)
Subject: FW: PI# 0013714, Brooks County -- Public Detour Open House Synopsis
Attachments: 0013714 PDOH Signin 05292018.pdf

Hi everyone,

Please find below a brief synopsis of last night's Open House. Please let me know if you have questions or concerns.

Brief Project Description		Bridge Replacement on SR 76/SR333@CS 735/Bay St & CSX in Quitman					
Date of Open House		May 29, 2018		End of Comment Period		June 12, 2018	
Number in Attendance		7					
Officials in Attendance (list name and title)		Justin DeVane, Brooks County Ben DeVane, Brooks County Dr. Nancy W Dennard, City of Quitman Mayor Mark DeVane, City of Quitman					
Comment Breakdown (for comments provided at the Open House)							
For	0	Conditional	0	Uncommitted	0	Against	0
Major concerns:		Concerns were expressed regarding the right-of-way takes on properties adjacent to the corridor that are bringing the roadway closer to the homes.					
Prepared by (include firm's name if applicable):		Jennie Agerton/Edwards-Pitman					

Thanks

David Borchardt
Transportation Environmental Planner
GDOT Office of Environmental Services
404-631-1184

There's road work ahead. And roadway work zones are hazardous for workers and the public. In fact, most victims in work zone crashes are drivers or passengers. Work zone safety is everybody's responsibility - pay attention – slow down – watch for workers - expect the unexpected. And whenever you drive, always **Drive Alert Arrive Alive** - buckle up; stay off the phone and no texting. Visit www.dot.ga.gov.

Brooks COUNTY

[illegible]



July 24, 2018

India Warrior-Grant
1110 South Court Street
P.O. Box 5157
Quitman, GA 31643

Re: Responses to Open House Comments for PI#: 0013714, Brooks County, Bridge Replacement on State Route 76/SR 333 at CS 735/ Bay Street and CSX # 636942L in Quitman

Dear Ms. Warrior-Grant

Thank you for your comments concerning the proposed project referenced above. We appreciate your participation and all of the input that was received as a result of the *May 29, 2018 Public Information Open House*. Every written comment received and verbal comment given to the court reporter will be made part of the project's official record.

A total of 7 people attended the open house. Of the 1 respondent who formally commented, 0 were in **support** of the project, 1 was **opposed**, 0 were **uncommitted**, and 0 expressed **conditional support**.

The attendees of the open house and those persons sending in comments within the comment period raised the following questions. The Georgia Department of Transportation (GDOT) has prepared this one response letter that addresses comments received so that everyone can be aware of the questions raised and the responses given. Please find the comments summarized below (in *italics*) followed by our response.

- Concerns regarding "... *the location of the proposed service/frontage road. On the proposed plan map, this service road is depicted to be within a close proximity to my property. This will cause an unpleasant effect to my property. This proposed service road/frontage road and retaining wall will cause a nuisance to my historical property. This property was built in 1900. This property is one of many historical sites on South Court Street. Bethel AME Church was built in 1866. In 1903 it was moved to the south side of Court Street. My property is locally registered as a historical landmark in Brooks County Georgia Museum.*"

"This proposed plan will devalue and prevent a public visibility to this historical property... The proposal plan will block my natural surveillance of my property. I would like to keep my property visual to public and deter unwanted activities. I am asking the GDOT to reconsider the proposed service/frontage road location at this time. GDOT take in consideration the location, devaluation and the visibility of this property before you proceed with this plan."

We appreciate your comment regarding the historic status of the home. A qualified Historian has surveyed the project area. The house at 1110 South Court Street is a contributing property within the National Register listed Quitman Historic District. The proposed project is being developed in compliance with Section 106 of the National Historic Preservation Act (NHPA), Section 4(f) of the US Department of Transportation Act, the National Environmental Policy Act, and other laws and regulations. Compliance means GDOT must first endeavor to avoid effects to contributing properties, then work to minimize harm if effects cannot be avoided.

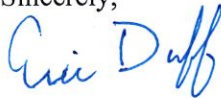
Under Section 106 of the NHPA, individuals with a demonstrated interest in the proposed project may request to be a consulting party. Consulting party status entitles you to share your views, receive and review pertinent information as part of project development with the federal agency (and state) and other consulting parties. This participation is subject to approval. If you would like to become a consulting party, please provide written contact to GDOT Sr. Transportation Historian, Amber Rhea at arhea@dot.ga.gov or by letter to Amber Rhea, GDOT, One Georgia Center, 16th Floor, Office of Environmental Services, 600 West Peachtree Street, NW, Atlanta, GA, 30308.

- *If you had questions regarding GDOT's right of way process.*

The proposed project design is still being developed. Preliminary design plans have not been approved; therefore, required right of way boundaries have not been permanently established. In the event your property is required in total or in part, a certified appraiser from the GDOT's appraiser prequalification list will make a fair market value appraisal of the area to be required, including any damages to the remainder land, if applicable. The appraisal will also include values for improvements required or damages that may be applicable. Should the remainder be classified by the GDOT as an uneconomic remnant, the GDOT will offer to purchase the property. Should you be required to relocate as part of this project, a GDOT representative will assist you during your relocation. You will have sixty (60) days to relocate from the date title passes to the GDOT.

Again, thank you for your comments. Should you have further questions, comments or concerns, please call the project manager, Scott Mann, at 770-702-7033 or the environmental analyst, David Borchardt, at 404-631-1184.

Sincerely,



Eric Duff
State Environmental Administrator

ED/kr-EPEI

cc: Scott Mann, GDOT Project Manager (via email)
PDF for Project File